SEPTEMBER 15, 1962 VOL. CCL No. 3250. TWO SHILLINGS AND SIXPENCE

THE SPHERE

THE COMMERCIAL MOTOR SHOW

SPECIAL ILLUSTRATED SECTION IN THIS ISSUE

The essence of feminine elegance . . .

LES PARFUMS
WORTH

JE REVIENS · VERS TOI · DANS LA NUIT · IMPRUDENCE

Champagne
MERCIER
a hallmark of good taste
Champagne Mercier S.A., Epernay, France
U.K: Jarvis, Halliday & Co. Ltd.,
62 Pall Mall, London S.W.1 Tele: WHItehall 1778

Fortnums in the evening?
delicious!
Fountain Restaurant is now open until 11.30 p.m. Mon-Fri
Fortnum & Mason
Duke St./Jermyn St. corner

*A*pollinaris is the natural mixer with Scotch...
ask for a Scotch and POLLY

WANTED
Food *and* Tools
£1 provides a month's feeding for two children or 38 lbs. of seed to grow more food.
Help with a gift to :
Sphere Relief, c/o Barclays Bank Ltd., High Street, Oxford.
OXFORD COMMITTEE FOR FAMINE RELIEF
Supporters include : Lord Gladwyn, Lord Hailsham, Lord Longford.

CHEESECUIT
"The Aristocrat of Cocktail Wafers"

IN TWO SIZES, FROM
ALL LEADING STORES
If any difficulty in obtaining supplies write for the name of your nearest stockist to:-
CHEESECUIT LTD., 45 HEREFORD RD., LONDON, W. 2

PARIPAN
LIMITED
PARIPAN Dryfast ENAMEL * PAREMUL Emulsion PAINT * PARIMAT Steamproof FINISH
EGHAM · SURREY

TIO PEPE
THE SHERRY OF SPAIN
GONZALEZ BYASS

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1

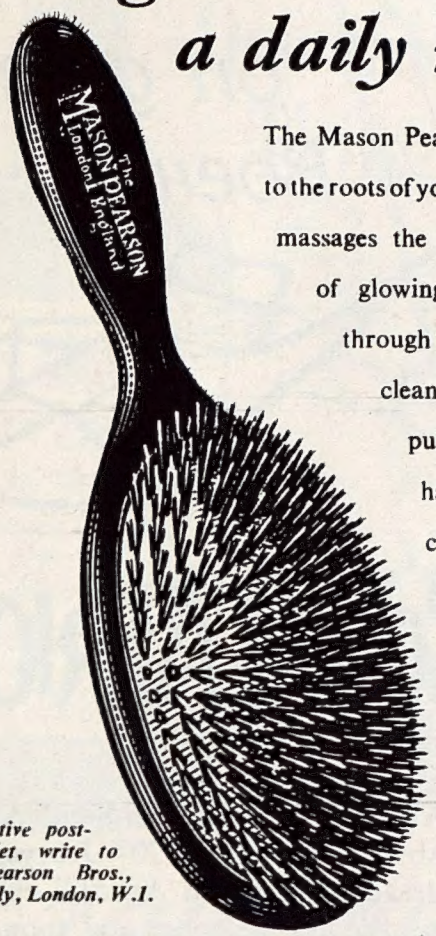
PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2
Registered at a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/6

Why are some people as particular about their cigarettes—
THREE CASTLES or PASSING CLOUDS—as they are about their trout flies?

A cigarette can be nearly successful. Or absolutely so. It's the same with trout flies.

Certain people (maybe you're one of them?) will always seek such performance—and find it in Three Castles or Passing Clouds. The reason is simple. Though different in shape—one is round, the other oval—both cigarettes are made *for* perfectionists *by* perfectionists: made by Wills, who now have nearly two hundred years' experience of presenting fine Virginia tobacco at its most satisfying. Explore their possibilities next time you buy. You'll make one of them *your* choice.

As good as a daily massage



The Mason Pearson brush penetrates to the roots of your hair and thoroughly massages the scalp leaving a sense of glowing comfort. It sweeps through the tangles, thoroughly cleansing the hair without pulling or tugging. Your hair becomes fresh and clean . . . looks glossy, trim and attractive.

POCKET SIZE **12/9**
SHINGLE **18/3**
GENTLE **22/11**
AND OTHERS UP TO **81/3**

For attractive post-free booklet, write to Mason Pearson Bros., 70 Piccadilly, London, W.1.

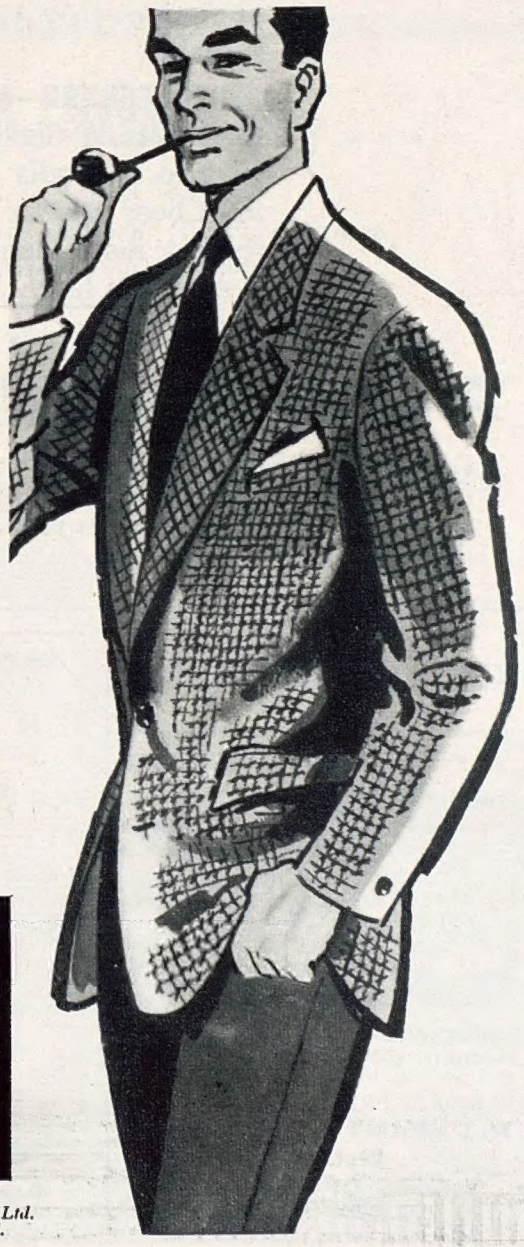
MASON PEARSON
London England

Why Remy Martin has no stars on its label

No brandy of lesser quality than Fine Champagne V.S.O.P. Cognac is permitted to bear the Remy Martin label. Hence no grading by stars. The question does not arise. All you need remember is to ask for Remy Martin. In return you enjoy a superior cognac of liqueur quality. For Remy Martin *make nothing less good*. In a word, Remy Martin cater for the one man in a hundred who prefers to compliment his palate—and his guests—with brandy as good as Fine Champagne V.S.O.P. Just ask for Remy Martin.

PRIDE OF COGNAC

REMY MARTIN



RUGGED . . .

HARRIS TWEED leads a man's life. Strong, robust, exceptionally hard-wearing. A traditionally superb tweed without so much as a single strand of synthetic fibre. The Orb Mark is your safeguard that the tweed has been *independently* inspected to ensure that it complies with the regulations approved by the Board of Trade, and that it is *wholly produced in the Islands of the Outer Hebrides.*

So, always look for the Orb Mark before you buy—

HARRIS TWEED

HAND WOVEN
Harris Tweed
THE HARRIS TWEED ASSOCIATION LTD.
REGISTERED TRADE MARK Nº 319214
APPLIED IN ACCORDANCE WITH REGULATIONS APPROVED BY THE BOARD OF TRADE
HARRIS TWEED
COMPLETELY PRODUCED IN THE OUTER HEBRIDES FROM PURE SCOTTISH WOOL

Issued by The Harris Tweed Association Ltd. Academy Street, Inverness, Scotland.

SEND YOUR OVERSEAS FRIENDS

THE SUNDAY TIMES Colour Calendar

-12 beautiful studies of Britain

each in full colour . . . each subtly capturing our countryside in one of its most characteristic moods . . . each a moving evocation of the timeless grace and peace of British scenery at its best.

ONLY 9/6d.—POSTED FOR YOU *FREE* TO ANY OVERSEAS ADDRESS

Each calendar you send overseas is beautifully packed, and includes an attractive gift card in your name; and it goes entirely free of purchase tax. The price for United Kingdom addresses is 10/4d., including postage, packing *and* purchase tax. To ensure that calendars reach the more distant places by Christmas, post this order coupon *now*.

Fill in and post this coupon

To Dept. CS1 Sunday Times Publications, 200, Gray's Inn Rd., London, W.C.1
Please send a 1963 Sunday Times Colour Calendar to each of these addresses in my name

TO	TO .....
ADDRESS	ADDRESS .....
.....	.....
STATE OR COUNTY	STATE OR COUNTY .....
COUNTRY	COUNTRY .....
TO	TO .....
ADDRESS	ADDRESS .....
.....	.....
STATE OR COUNTY	STATE OR COUNTY .....
COUNTRY	COUNTRY .....

IMPORTANT! WRITE OWN NAME AND ADDRESS HERE

MY NAME.....

MY ADDRESS.....

.....

Please enclose cash with order: MARK HERE IF RECEIPT REQUIRED ☐
9/6d. per calendar posted overseas, 10/4d. posted to U.K. addresses.

to SOUTH AFRICA

When you board a giant South African Airways BOEING 707 Jet you are already "in South Africa" enjoying the friendly welcome and thoughtful attention to your comfort that makes South African travel so much more pleasurable.

FIVE SERVICES EACH WEEK
Five S.A.A. BOEING Jet Liners leave London every week and whisk you smoothly to South African sunshine.

JOHANNESBURG—AUSTRALIA
Continuation flights from Johannesburg to Australia via Mauritius and the Cocos Islands in DC-7B aircraft for little more than the direct London—Australia fare.

SOUTH AFRICAN AIRWAYS

(IN ASSOCIATION WITH B.O.A.C., C.A.A., E.A.A., AND QANTAS)
107 NEW BOND STREET LONDON W.1
Please ring HYDe Park 3424 or, after office hours, VICtoria 2323

Washes and polishes in one operation, and is guaranteed safe. Foaming action washes away tarnish with no rubbing, and rinses clean, leaving no dried deposits in patterns. (6 ozs) 7/6d. from your local jeweller.
Write for FREE sample to
W. J. HAGERTY & SONS, LTD., INC.
Dept. 94 c/o
VINERS OF SHEFFIELD
P.O. BOX 13 Sheffield
Made in England for Viners of Sheffield.

WORLD WITHOUT SHADOW

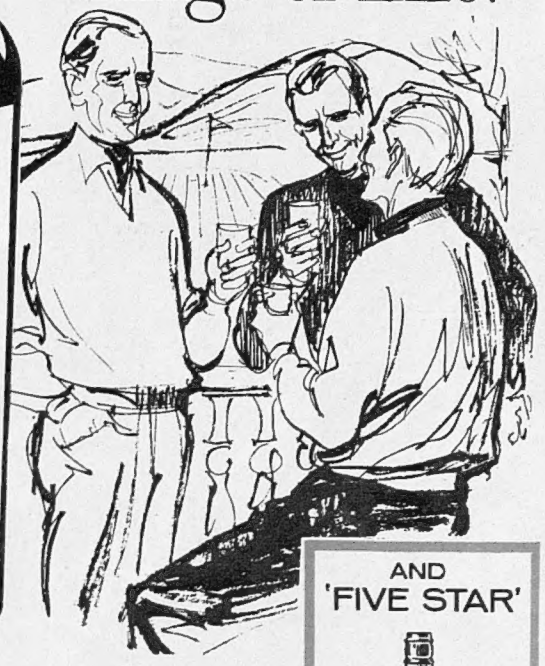
PLEASE REMEMBER ST. DUNSTAN'S IN YOUR WILL

★

All information from
THE LORD FRASER OF LONSDALE
(Chairman)

ST DUNSTAN'S
1, South Audley Street, London, W.1
(Registered in accordance with the National Assistance Act, 1948)

One of the Good Things of Life!



Crawford's

SCOTCH WHISKY

THE WHISKY OF GOOD TASTE

AND 'FIVE STAR'

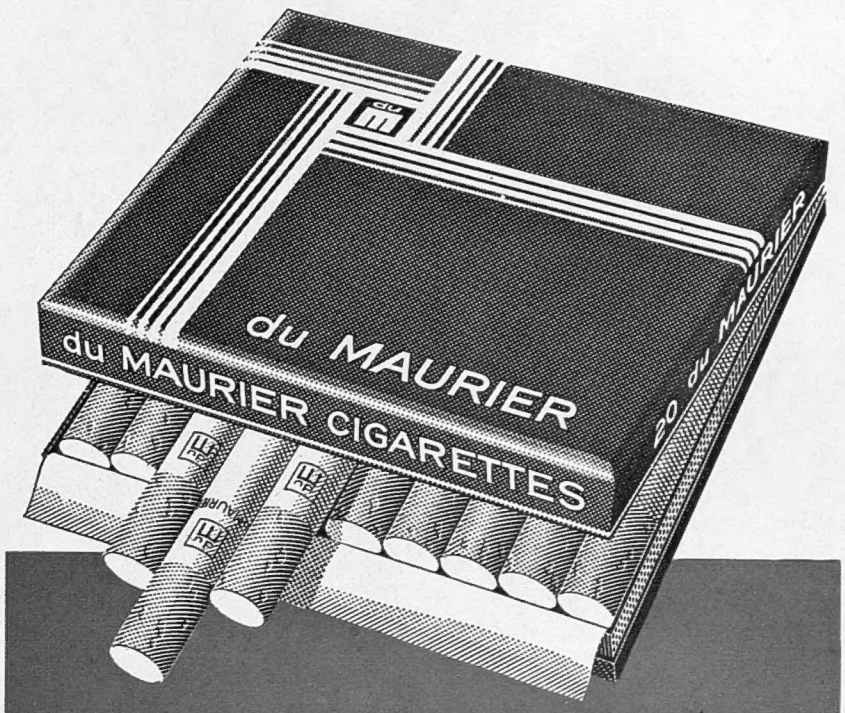
FOR SPECIAL OCCASIONS

YOU can bring joy...

... to the 3,000 children in the 40 branches of the National Children's Home. The Home, nation wide but not nationalised, depends on voluntary contributions from people like you. Please give generously.

NATIONAL CHILDREN'S HOME

Send your contributions NOW to
The Principal,
The Rev. John Waterhouse, O.B.E.
Highbury Park,
London N.5.



A box of

du MAURIER

carries twenty

superbly packed

full size

filter tip cigarettes

made from

the finest

Virginia tobacco

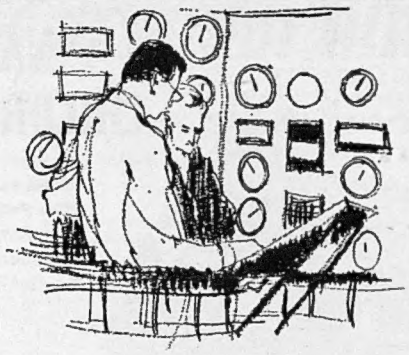
that money

can buy.

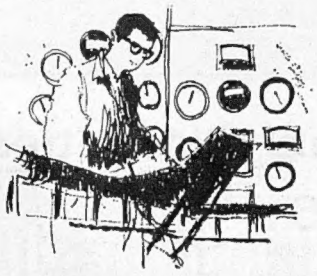
Twenty Exceptional Cigarettes
for 4/6

LIFE AS WE KNOW IT DEPENDS ON MEN LIKE THIS

Bill Gothard's work goes on when his turbines 'shut down'



Bill Gothard is a turbine driver . . . one of many working for the Central Electricity Generating Board up and down the country. He controls two steam turbines at Kingston power station. Each machine generates 30,000 kilowatts of electricity.



Normally, Kingston power station stops generating at around 11 p.m., so whenever he's on late duty, Bill Gothard has the double responsibility of shutting down his turbines for the night and starting them up again next morning. In between there is plenty to do: routine checks and cleaning take time on large machines like these.

Though not a base-load station producing power 24 hours round the clock, Kingston stands high on the CEGB 'merit order'. Every power station in the country aims to get high up in this 'league', and men like Bill Gothard play their part in helping to achieve it and so produce electricity most economically.

CEGB

who make and supply electricity to
12 Area Boards in England & Wales
(who re-sell to consumers)
and to British Railways

Write for a copy of "Pattern of Power" to
The Central Electricity Generating Board (Dept. 84)
Friars House, Blackfriars Road, London, S.E.1.

Volume CCL No. 3250

THE SPHERE

LONDON, September 15, 1962

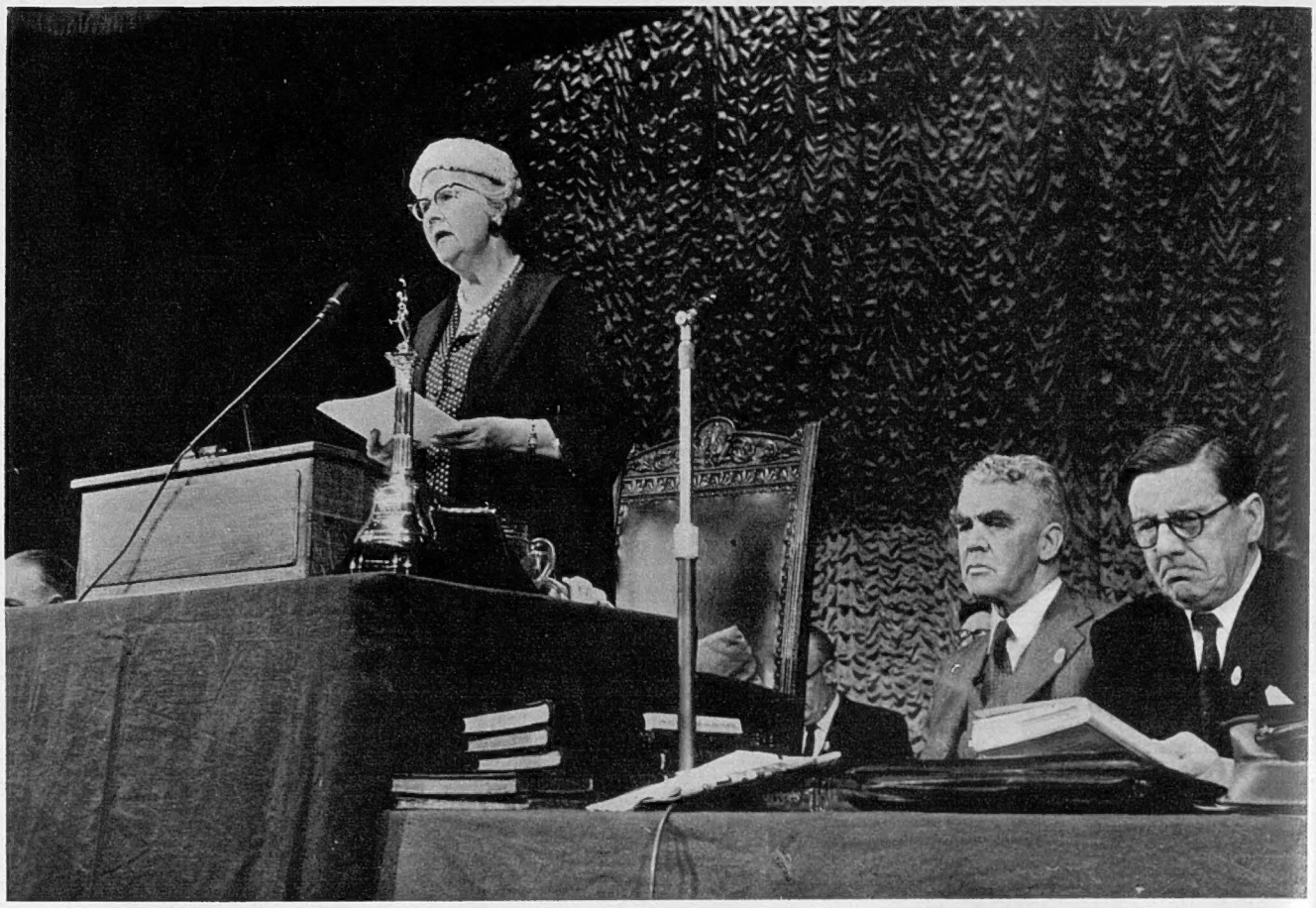
© 1962. Illustrated Newspapers Ltd. *All Rights Reserved.*

With which are incorporated *The Graphic* and *Black & White*

COMMONWEALTH IN CONCLAVE

Leaders of Commonwealth countries sit round the great oval table in the conference room at Marlborough House, in London, at the opening session of the eleventh Commonwealth Prime Ministers' Conference. Among Commonwealth leaders on the left-hand side of the table are Mr. Nehru (India), Mr. Menzies (Australia) and Mr. Diefenbaker (Canada), next to Mr. Holyoake (New Zealand). In the foreground can be seen the archiepiscopal hat of Archbishop Makarios, President of Cyprus. Two places to his right, in white robes, is Mr. Kawawa, Prime Minister of Tanganyika. Other African leaders are at the far end of the table. All the first week of the Conference was due to be taken up with discussion of Britain's entry into the Common Market. The opening session was addressed by Mr. Macmillan, and Mr. Diefenbaker and Dr. Eric Williams, Prime Minister of Trinidad, as leaders of the oldest and the youngest member countries of the Commonwealth. On the eve of the conference Commonwealth Labour leaders, including Mr. Gaitskell, came out against Britain's going into the Market on terms so far negotiated. (See also the pictures on pages 382-383)

Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

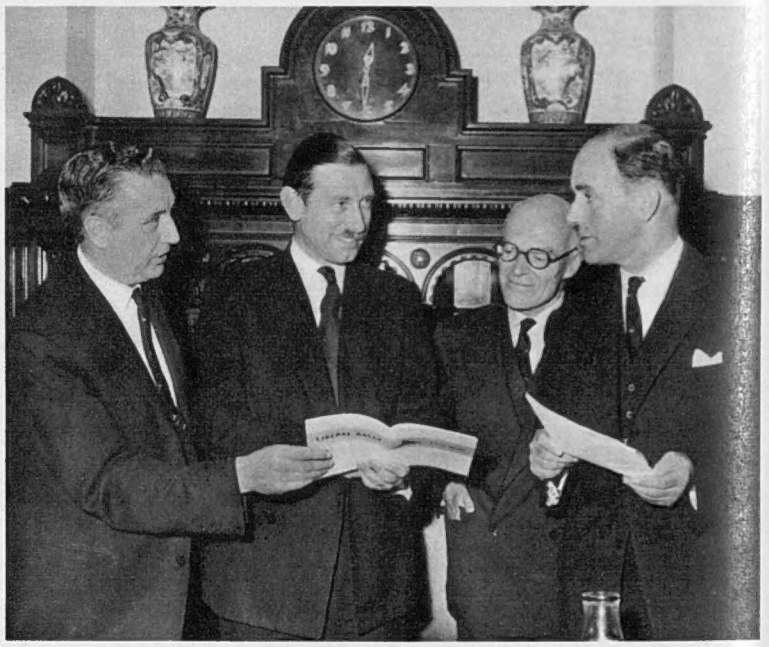


DAME ANNE GODWIN OPENS THE T.U.C. CONFERENCE IN BLACKPOOL

Dame Anne Godwin, President of the Trades Union Congress, addresses the annual conference at Blackpool. On the platform are Mr. George Woodcock, General Secretary of the T.U.C., and Mr. V. Feathers, Assistant Secretary. Last week's conference was notable for the passage of a long, composite motion calling on the General Council to work out a statement on objectives in economic planning. The motion was piloted by Mr. George Woodcock, who denounced the Government's National Incomes Commission, but endorsed T.U.C. participation in the National Economic Development Council. Later a motion opposing British membership of the Common Market was defeated and the General Council's "wait and see" report was approved

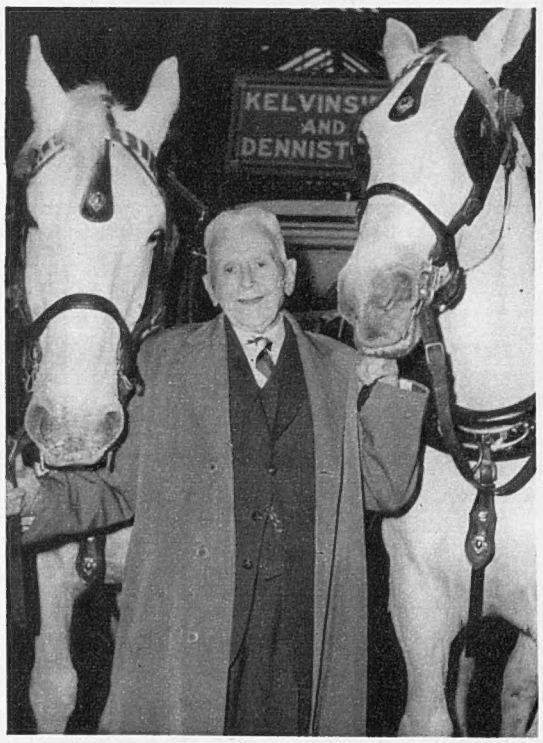
MR. GAITSKELL RETURNS

Below right: Mr. Gaitskell waves cheerfully at London Airport. Accompanied by his wife, he returned last week from a visit to Poland. Mr. Gaitskell had talks with Mr. Gomulka, the Polish Communist leader; Mr. Cyrankiewicz, the Prime Minister; and Mr. Rapacki, the Foreign Minister. The Labour Party leader said that he agreed with Mr. Rapacki about the proposal for a zone of controlled disarmament in Central Europe



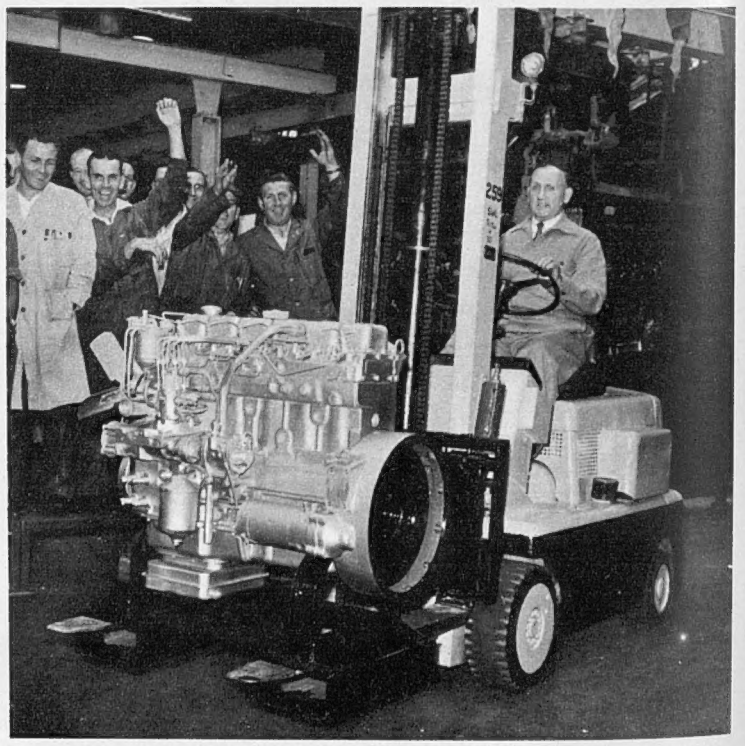
A REORGANISATION IN THE LIBERAL PARTY

Far right: At a Press conference at the National Liberal Club in London are Mr. Malindine, the Liberal Party President; Mr. Banks, chairman of the executive committee; Sir Felix Brunner, next year's president; and Mr. Wigoder, chairman of the Assembly Committee. Last week it was announced that changes in the Party organisation had been made—Mr. Donald Wade has been appointed Deputy Leader of the Parliamentary Liberal Party and Mr. Holt appointed Chief Whip



FAREWELL TO GLASGOW'S TRAMS

Mr. Magnus McNulty stands with the pair of horses harnessed to an old horse-drawn tram which headed a procession through Glasgow to mark the withdrawal of the trams from the city's streets. At the end of the last century Mr. McNulty was a driver of horse-trams in Glasgow. In the farewell procession last week there were twenty trams of eight different types. In one of them the Lord Provost, Mrs. Jean Roberts, drove with city magistrates and councillors. Some 200,000 saw the farewell to the trams



A MILLIONTH EXPORT DIESEL ENGINE

Far right: Workers in the factory at Peterborough of F. Perkins Limited cheer as the millionth diesel engine made for export from the works is driven away. A ceremony was held to celebrate this landmark in the firm's history and was followed by a luncheon at which the guest of honour was Mr. F. J. Erroll, President of the Board of Trade

THE FRENCH PRESIDENT AND THE WEST GERMAN CHANCELLOR

THE FIRST LADIES TAKE COFFEE IN BONN

President de Gaulle and Dr. Adenauer walk towards the Town Hall in Bonn amid cheering crowds waving banners supporting European union. In both Bonn and Cologne last week, the French President, who was on a six-day State visit to West Germany, received large ovations from the waiting populace. From the moment of his arrival in the Federal Republic he stressed the importance of Franco-German friendship as the core of a European Union, and even hinted at some sort of Franco-German coming together to precede a political union in Europe. As the tour progressed crowds became more and more enthusiastic; in Dusseldorf and Duisburg they waited in pouring rain to catch a glimpse of him. **Right:** Madame de Gaulle (centre) and Frau Lübke (right), the wife of the West German President, take coffee in Bonn

THE NEWS IN PICTURES

U Thant, Acting Secretary-General of the United Nations, is offered bread and salt by girls in peasant costumes in front of Prague City Hall, during his recent official visit as guest of the Czechoslovakian Ministry of Foreign Affairs. Last week he returned from his tour of European countries to New York, where he presented his first annual report on U.N. activities during the past year, ready for the opening of the General Assembly on September 18. A large part of the report was taken up with the United Nations Development Decade, which U Thant has made his special concern. **Far right:** Mr. Louw, South African Minister for External Affairs, arrives at London Airport on his way to New York for the meeting of the U.N. General Assembly

TRADITIONAL TITBITS IN PRAGUE FOR U THANT

MR. LOUW ON THE WAY TO U.N.

Dr. Julius Nyerere (left), President of the Tanganyika African National Union, looks on as Mr. Karimjee, Speaker of the National Assembly, checks his nomination paper for the country's presidential elections. Whoever is elected as President will assume the office when Tanganyika becomes a republic on December 9, the first anniversary of independence. (A picture of the Prime Minister, a likely Vice-President, Mr. Rashidi Kawawa, is on page 382)

TANGANYIKA'S FIRST PRESIDENT?

Far right: Delegates to the tenth Pugwash Conference of International Scientists relax on board a Thames pleasure-boat. The conference, an annual gathering of scientists from East and West, met in London last week to discuss "Scientists and world affairs." It was disclosed during the week that the meeting might be broadened to include "behavioural" sciences like psychology and sociology

A BOAT LOAD OF BOFFINS ON THE THAMES

THE NEWS IN PICTURES

The Queen, the Queen Mother, Princess Anne, Prince Charles, Princess Margaret and the Earl of Snowdon receive curtsies from kilted lassies who presented the ladies of the group with bouquets of heather and flowers in the Royal Pavilion at the Braemar Highland Gathering. The girls were from Braemar village; the flowers were a token of appreciation from the Braemar Royal Highland Society of the support they have received from royalty since Queen Victoria's time

FLOWERS FOR THE ROYAL LADIES AT THE BRAEMAR HIGHLAND GATHERING

Below right: Willaya 4 soldiers leave Algiers Casbah. Last week Algerian leaders announced that a cease-fire agreement had been worked out between rival groups of troops. This followed several serious outbreaks of fighting in the Casbah between troops of Willaya 4 and supporters of M. Ben Bella's Politburo, and threats from Willayas loyal to M. Ben Bella to invade Algiers. The agreement came after M. Ben Bella had suddenly reappeared in the capital when it was thought he was in Oran. Having declared in Oran that he would use force if necessary, M. Ben Bella negotiated a quick settlement with the Willaya 4 leaders which provided for a demilitarisation of the capital. Fighting continued, however, until the weekend on the outskirts of the capital, between dissidents of Willaya 4 and troops under Colonel Boumedienne, whose dismissal by M. Ben Khedda at the end of June triggered off the present crisis. Colonel Boumedienne was believed to have insisted on a triumphal entry into Algiers. This finally took place last Sunday, after which M. Ben Bella and Colonel Boumedienne addressed a cheering rally in Blida, at which they claimed that the crisis had ended in a " pure victory for the revolution "

TROOP MOVEMENTS IN THE ALGIERS CASBAH AS THE POWER STRUGGLE CONTINUES

THE OFFSHORE POWERBOAT RACE

Below: Some of the powerboats in the 1962 International *Daily Express* Offshore Powerboat Race surge ahead at the start of the race in the Solent near Cowes. The race, over 170 nautical miles from Cowes to Torquay, was won by *Tramontana*, which was steered by J. Quill, a former R.A.F. pilot

NEWS SUMMARY

More and more human beings; reverberations of the new U2 incidents; pay rise for Britain's nurses; U.S. to recall reservists; reconciliation and contention in the Middle East

MANKIND

The world's population is now well over 3,000,000,000 and is increasing each year by 1.8 per cent. according to United Nations studies published in **New York.** In a number of countries girl babies have a longer expectation of life than boy babies. Highest suicide rate is in Hungary and West Berlin. Austria has the record for deaths from motor accidents. More than half of all fatalities in Britain were caused by heart disease or cancer.

Another important recent report has come from the United Nations committee studying the effects of atomic radiation. The first comprehensive survey of the subject for four years, it draws on sources throughout the world and is based on data available up to last March. It does not therefore deal with any effects of the United States and Russian tests since then. The report, however, stresses the need for the closest attention to the exposure of mankind to radiation from artificial sources which include nuclear weapon tests. Effects from such increase may not become apparent for several decades in the cases of certain diseases and for several generations with regard to genetic damage.

INTERNATIONAL

The week opened with the repercussions to the report from **Pekin** radio of the shooting down of an American-built U2 high-altitude reconnaissance aircraft of the Nationalist Chinese Air Force over the Chinese mainland. In **Taipeh,** headquarters on Formosa of Chiang Kai-shek's Nationalist forces, it was stated a Nationalist Chinese pilot had been lost on a "routine reconnaissance mission" over China. The State Department in **Washington** admitted two U2's had been sold with U.S. Government permission by their manufacturers to the Nationalist Government in July 1960. (This was a few weeks after the American U2, piloted by Captain Francis Gary Powers, was brought down over Russia. The incident led to the breakdown of the Summit meeting in Paris.) The case of the Nationalist Chinese U2 last weekend is expected to be raised by Communist delegates at the forthcoming United Nations General Assembly in New York. Mention may also be made by them of the other recent U2 case in the Far East which came to light last week when the American Government admitted that one of their U2's may have unintentionally violated the Russian territory of Sakhalin Island a few days previously by being blown off course. In some countries in the Far East it is anticipated Chinese forces on the mainland may soon launch new heavy bombardments on the Nationalist-held offshore islands.

With a police escort at Troyes are two of the men convicted of attempting to murder President de Gaulle

GREAT BRITAIN

Battle of Britain week is being marked throughout the country. Friday is Battle of Britain Day and "At Home" Day at R.A.F. stations.

At this year's Farnborough Air Show (see also pages 384-385) attendance on the three public days was over 202,000. Attendance for the whole week was put at about 330,000, said to be the largest for any Society of British Aircraft Constructors' show.

Nurses and midwives throughout Britain—about 300,000 in all—are to have a salary increase of 7½ per cent. back-dated to April 1, as result of a decision of the Industrial Court. The rise is three times the limit of 2½ per cent. offered by the Ministry of Health.

THE UNITED STATES

In an atmosphere of increased public agitation for some sort of military action against Cuba, following a Russo-Cuban arms agreement, President Kennedy announced in **Washington** that he would ask Congress for powers to call up 150,000 reservists during the Congressional recess. As well as Cuba, the worsening position in Berlin was believed to be behind the President's request.

The course of the Mariner II Venus probe, launched last month from **Cape Canaveral,** was apparently successfully altered by a signal across 1,500,000 miles of space. Mariner II should now pass within 9,000 miles of Venus in December.

FRANCE

President de Gaulle returned to **Paris** last Sunday from his successful State visit to West Germany, amid intensive security precautions. At the end of his tour in **Stuttgart** he appealed to the youth of the two countries to make Franco-German solidarity into "something living." In the President's absence the trial at the Aube Assizes at **Troyes** of the six men accused of the abortive bomb attempt on the President's life a year ago concluded with heavy prison sentences for the men involved. The public prosecutor had demanded death sentences for two of the men.

In Italy, M. Georges Bidault, a former Prime Minister of France, and a leading opponent of President de Gaulle's Algerian policy, was detained by the **Milan** police and expelled at the frontier of his choice (probably Switzerland or Austria).

MIDDLE EAST

It was announced in **Damascus** that Syria and France were to resume diplomatic relations, which were broken off in 1956 at the time of the Suez crisis. The climate was considered favourable after France gave Algeria independence; also Syria's relations with Egypt are at a low ebb at the moment.

It was insinuated in **Cairo** that the U.A.R. was still officially a member of the Arab League as long as the meeting at **Shtoura,** in Lebanon, from which the U.A.R. walked out, remained open. Also from Cairo emanated attacks on Saudi-Arabia, notably from Crown Prince Talal, King Saud's younger half-brother, who challenged the royal family's extreme wealth and threatened to return and set up a "democratic government." In the light of this, a Saudi-Arabian military agreement with Jordan took on new meaning.

GHANA

A girl was killed and several people injured in an explosion at the weekend outside Flagstaff House in **Accra,** President Nkrumah's residence. They were among a crowd of 2,000 dancing to celebrate the President's escape from an assassination attempt at **Kulungugu** last month. The explosion occurred two days after the National Assembly had adopted a private member's motion extending Dr. Nkrumah's term of office to cover his life.

CONGO

In **Elisabethville** the Katanga Government accepted the U.N. plan for Congolese "national reconciliation" a few hours before the U.N. ultimatum was due to expire. While objecting to the ultimatum, a Government statement welcomed the decision to give the Congo a federal constitution. Later a protest was sent to the U.N. about the landing of Central Government troops at **Kamina** base to form part of the U.N. forces.

In **Leopoldville** senior Government officials were being questioned about the escape from prison of Albert Kalonji, the self-styled "Emperor" of South Kasai province. Rumours were rife that he had bribed his way out of prison. Demands for the release of Mr. Gizenga were also increasing, to add to the worries of the Prime Minister, M. Adoula.

Meanwhile, the Soviet Government replied to an appeal from U Thant, the Acting Secretary-General of the U.N., for co-operation in the Congo, with a demand that the U.N. force should be withdrawn in four weeks, after bringing about "effective unity."

A GIFT WITH A CONTINUING REMINDER

You will appreciate how delightful a gift "The Sphere" will make for any occasion with its weekly reminder of the sender. Its weekly pictorial coverage of world news, and its first-class writers, will especially appeal to the busy man or woman of affairs.

You can take out a subscription for a friend by sending a cheque or money order to the Subscription Department (S)—"The Sphere," 13-15, John Adam Street, London, W.C.2.

RATES OF SUBSCRIPTION TO "THE SPHERE" Published at 2/6 weekly

THESE TERMS ARE INCLUSIVE OF POSTAGE	12 months and Xmas No.	6 months and Xmas No.	6 months no extras
	£ s. d.	£ s. d.	£ s. d.
Great Britain and Eire	7 14 6	3 19 9	3 15 6
Canada	7 0 6 (or $21.50)	3 12 6 (or $11)	3 8 0 (or $10.50)
U.S.A.	$22.50	$11.50	$11.00
Elsewhere abroad	7 14 6	3 19 6	3 15 0

A woman among the ruins of a village near Teheran devastated by earthquake

TYPHOON AND EARTHQUAKE

All last week, thousands of rescue workers, aided by donations to relief funds from many parts of the world, worked desperately to relieve the suffering of people in the region west of Teheran, devastated by earthquake, and in Hong Kong, struck by Typhoon Wanda. Both of these natural disasters occurred in the first days of September. In Iran, a triangular area, bounded by Kazvin, Hamadan, and Saveh, was the centre of the earthquake. In this area, it was estimated that over 100 villages had been destroyed with a majority of their inhabitants killed or injured. Last week, no figures were available of how many people had been made homeless, but it was thought that 20,000 were dead or injured. Typhoon Wanda swept over Hong Kong from the South China Sea at 160 m.p.h., bringing torrential rains and tidal waves. It was the worst typhoon in Hong Kong since 1937. Particularly badly hit were Shatin and Tai Po in the New Territories. Last week, casualty figures had reached 130 dead and 75,000 homeless.

Survivors and rescue workers in the Iranian village of Daresfahan

A fishing boat swept into a street of Shatin, hit by a 10-ft. tidal wave

After the Hong Kong typhoon—working among the wreckage of over 300 Chinese fishing craft a

Rescue workers dig in the rubble that once was Daresfahan. It was estimated that nearly 3,000 of its villagers were killed in the earthquake

haukiwan, a fishing port

One of the many cars overturned in the streets of Hong Kong by the typhoon

JOHN CONNELL

VERY NEAR THE EDGE?

Nobody in the British Press, on the radio or on television, so far as I was aware, formally recorded the twenty-third anniversary of the outbreak of the Second World War. It was probably as well; we can do without pompous, pumped-up nostalgia about an event whose emotional and intellectual significance has dwindled sharply with the passing years. A generation is growing up for whom, as a date in the calendar, it is virtually meaningless. For a day or two last week there was some likelihood, however, that the beginning of September might once again be grimly memorable.

Fear stirred in ageing bones. The cries of the newspaper headlines suddenly took on urgency. Remote events might matter, after all: pity for the thousands of victims of the Persian earthquake; an effort to understand the convolutions of Algerian internal politics; an array of armed, steel-helmeted soldiers at each of the crossing-points from East to West Berlin; and a U2 aircraft " violating Russian air space " over or near an island whose name, Sakhalin, sounds just like a new drug—a tranquilliser with a sweet taste. Then, over the weekend, came the reports from Pekin of the Nationalist Chinese U2 shot down over the mainland of China.

Nevertheless, at the time of writing it seems some of the tensions of last week have relaxed as rapidly as they tautened. So it may not be out of place to record meditations over the causes and course of a crisis that (thank goodness) waned instead of waxed, and make one of those *tours d'horizon* for which, under Lord Home's guidance and following his example, I have a growing affection. Were matters as dismal as they looked for a few hours? I suspect that, so far as intentions were concerned, we were not very near an explosion, but that one could have occurred —and doubtless still could occur, at any time—as a result of a series of accidents; a sentry who is trigger-happy, a major whose dignity has been affronted, a navigator who checks and rechecks his flight plan but never spots his first fundamental error in calculation.

The machinery of international negotiation and decision is at once extremely ponderous, delicate and capable of rapid movement; human beings remain doggedly fallible. Brinkmanship, I have thought for some time, is a much more permanent state of mind than we were originally willing to admit in the first excitement of the word's invention. The simple truth is that we live perpetually within a few seconds of extinction; this is a condition which we must learn to accept, not callously or even pessimistically, but calmly. The thermonuclear bomb is, after all, only a vast and dramatic precipitation of the ordinary, inescapable human condition. I know that I find increasing consolation, and less and less cause for alarm in Walter de la Mare's sagacious precept:

" Look thy last on all things lovely
Every hour. . . ."

The chance to see that long-legged, sunburned child running across the sand to the water's edge, to watch that gull swooping, may not recur. It would be a pity to lose its instant, deep and real joy.

Russian armoured vehicles pass the Sandkrug bridge checkpoint in Berlin

Just to scrape through a crisis—or a number of interrelated crises—is not, I admit, particularly dignified or efficient, or even spectacular. But this is the way we are made. I recall the fact that one of the wisest men I ever knew—a Regular soldier by profession—consoled himself for the strategic and political nincompooperies of the Second World War with the observation: " I see no reason why the human race, so inefficient in matters of peace, should suddenly become efficient in time of war." Inefficient, cunning yet silly, shortsighted yet incurably optimistic as we are, we have not yet tumbled into a third world war; and every day gained is a day gained. Meanwhile U Thant, in his first report as Acting Secretary-General on the year's work of the United Nations, has shown what his supporters and advocates call " serenity and decisiveness," but what I should think—not uncharitably, I hope—is more likely to be a certain complacency born of the knowledge that the Asians and Africans, by the exercise of their large numerical majority, are going to dominate the United Nations during the next decade, that he is their spokesman, and that they will have no hesitation now in confirming him in his appointment, should he wish it. U Thant's report, for all the charm and the elegance with which it is written, shows clearly that he is by no means free of prejudice.

We are living in an epoch in which greater and greater power is exercised, it seems, with less and less responsibility. Soon doubtless we shall become as accustomed to the new names in Algeria—the GPRA, the CNRA, Bel Kacem Krim, Colonel Boumedienne, Willaya 3 and Willaya 4—as to those of Mr. Macmillan and his colleagues; but I wonder if we realise the anarchy and lawlessness, the breakdown of ordinary civilian administration for which these names, and the grandiloquent *pronunciamentos* on " freedom " and the like, to which they are frequently attached, supply a thin façade of " constitutional " respectability. What is happening in Algeria now is a naked battle for power, the principal casualties in which are the remaining French.

It may be merely humiliating or inconvenient to be stopped at a quite unofficial road block, have your camera, your field-glasses, your watch, your wife's jewellery and perhaps your car " confiscated " without warning and without redress; but the kidnapping of more than a thousand people, since the day of liberation, is a fairly serious matter. But nobody in power is going to make any issue of it. President de Gaulle set off last week on his triumphal State visit to Western Germany, which was designed shrewdly and honourably to stress the extent and the depth of the reconciliation between these two ancient enemies. Who in the midst of these splendid and generous gestures is going to spare the time, or face the moral and mental trouble of the desertion of a handful of *colons*?

The inevitable chaos of the aftermath of Algerian independence apart, there is much to commend in this coming together of France and Western Germany. Let us hope that it gives some satisfaction, in their far abode, to the shades of Austen Chamberlain, Stresemann and Briand. It is what Europe has needed for centuries; and for Britain, whatever her destiny may be, to carp at it would be silly and undignified.

It was significant that the beginning of de Gaulle's visit coincided exactly with the U2 incident over Sakhalin and the crucial flare-up in Berlin. Each of these was a potential cause of a much, much graver emergency; in each of them the danger faded and flickered out almost as quickly as it had arisen; and in each of them somebody gave way before the diplomatic point of no return had been reached. In Berlin the Russians having been as intransigent as possible, on the surface, and for as long as possible, accepted a reasonable proposition of the Western Allies for the daily change of the guard at their War Memorial and appeared to be ready to work the new arrangement.

The new guard came over a bridge into the British sector of the city, instead of by a roundabout route past the notorious American-controlled " Checkpoint Charlie." As *The Times* sensibly observed: " The shorter the road, the less the risk of incidents. More than that, as the Russians have taken to armoured vehicles with escorts, a briefer route will reduce the military display. Too much of it each day might suggest that the Russians could exercise authority in the Western sector."

If the Russians were not conducting an exercise in brinkmanship there, what were they doing? Their whole policy over Berlin has been from first to last, one of steady, insistent and insidious pressure. Wherever the West relaxes, they advance. They want, of course, to isolate West Berlin; and nobody can be more acutely conscious of this intention than are the West Berliners. The Western Powers quietly scored a not unimportant moral victory last week; but it was of a kind about which it was unwise to boast too loudly. It is, however, proper and prudent to point out that, if the intention of Soviet intransigence was to take the edge off the de Gaulle-Adenauer meeting, it singularly failed.

The U2 incident was a good deal more subtle, and had certain intriguing (if that is the right word) facets. Was it entirely fortuitous that on the day on which the Russian Note to the U.S.A. was published, *Pravda* carried a long article by S. Smirnov, the core of which was the familiar bullying threat to those of America's allies, who (like Britain) " allow their territory to be used as a U2 nesting ground."

There are indeed three single-seater U2s at present stationed at Upper Heyford, near Oxford, and they are stated to be carrying out high altitude weather research over the North Atlantic. In view of the speed and the candour of the U.S. State Department's admission that a " patrol aircraft " operating in the North Pacific Area may have strayed enough off course to be spotted over Yuzhno Sakhalinsk, it has proved difficult for the Soviet Union to work up a great new scare against Britain or any other of the Western Allies. As to the Chinese U2 incident, I shall hope to deal with that next week.

The Princess Royal, representing the Queen, reads the speech from the throne during the State opening of the Parliament of Trinidad and Tobago in the Legislative Council Chamber at the Red House in Port of Spain, capital of the Commonwealth's newest full member. Seated on either side are Sir Solomon Hochoy, the first Governor-General of independent Trinidad, and Lady Hochoy. On the left is the Government front bench, members of the ruling Peoples' National Movement. The mace, symbol of the authority of Parliament, is on the table. Replying to the Queen's speech, Dr. Eric Williams, the Prime Minister, pleaded for unity in a common effort to build a democratic nation, and said such a nation would be built on " self-determination and control of external affairs." The evening before, at midnight, the Union Jack had been lowered outside the Red House after 165 years of British rule. It was replaced by the red, white and black standard of the new state, and independence was ushered in to the accompaniment of guns, bells and the pulsating of steel bands. (For a portrait of Dr. Williams, now in London for the Commonwealth Prime Ministers' Conference, see page 382)

INDEPENDENT TRINIDAD

b

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

Those taking part in the Military Tattoo at the Edinburgh International Festival perform on the lawn of the Princess Margaret Rose Hospital in Edinburgh for the entertainment of patients

"UNEASY LIES THE HEAD. . . ." Sometimes I don't wonder that the phrase "There is room at the top" was coined. Not so much because great men and leaders are rarities (which is the kernel of the phrase), but because, in the explosive days in which we live, man's first and not his last desperate expedient, is to go gunning against leadership of any kind. The modern leader is lucky to get off with a boo or a kick on the shins. In more explosive nations, the bullet and the bomb have become the conventional tactical weapons of first instance. There is much to be said for living in the basement or no higher than the second floor, for leadership has come to be confused with dictatorship and the end of dictators from Caesar to our own times has, for the most part, been sticky. There should in justice be no such confusion of terms. For many of the world leaders of today—more especially among the new or less developed nations—are themselves gunning against corruption and exploitation in their own governments or pursuing unpopular policies which they believe to be for their country's good, and sometimes are forced into dictatorial measures not through any thirst for absolute power but through the ambition of the men they promoted and through the astonishing decline all over the world of the old virtues of patience and discipline and the common sense of evolution by constitutional means. The disappearance of these virtues has created a "dark age" of the soul of man without parallel in history; as a result, even in the most civilised and restrained nations—while those dark ages last—there is not much to be said for occupying a room at the top. The rent is far too high for men who value their own reputations or their lives.

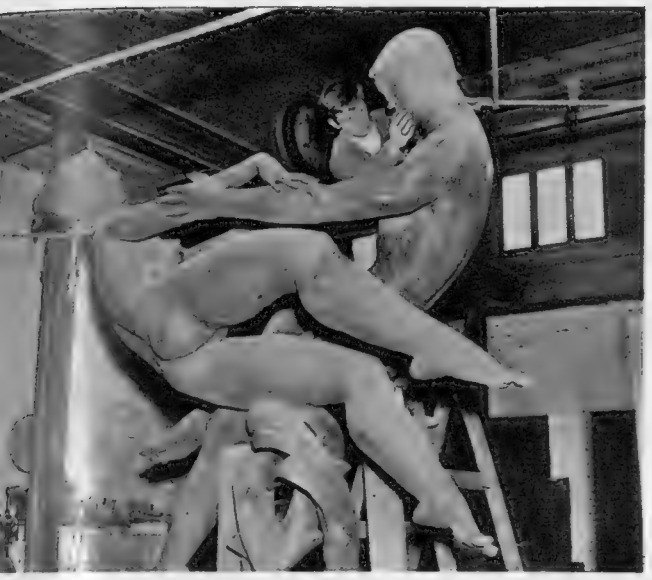
A FULL LIFE. The late Lord Winterton certainly lived a full life in public and private. "How early he began to serve his country, how long continued." On and off, I knew him, never intimately, from Oxford days, and always recognised and admired his qualities. His intellectual gifts were not of the first quality, his powers of application and his energy and interests were remarkable, and he possessed to a high degree both moral and physical courage. At Oxford he played polo and hunted and showed an early interest in politics, and he entered the House of Commons at the age of twenty-one—the baby (and soon enough the *enfant terrible*) of the House, of which he lived to be the Father, representing the Horsham Division for nearly fifty years. He held office in several administrations, came to be acknowledged as a great authority on Commons procedure and was finally rewarded with a U.K. peerage and continued to reveal his lively character in "another place." To call him "an aristocratic amateur in politics" does not do him justice. Certainly, he was an aristocrat and one without "side" or prejudices, but the clerks of Parliament themselves acknowledged he was no amateur in procedure. His moral courage he showed for nearly sixty years in his chivalrous and sometimes over-hasty interventions wherever he scented injustice to the individual or infringement of the privilege of Parliament. His physical courage was proved in the 1914 War in the desert with the Camel Corps with his close friends Lawrence and Robin Buxton; and well into his seventies at home in Sussex when, despite the handicaps of almost total blindness and a badly broken leg, he continued to hunt and to ride and to pursue his political interests in and around Shillinglee and the corner of Sussex which he loved. Explosive and hot-headed as he was, he probably had not an enemy in the world. He was "Eddie" to all shades of opinion in Parliament, for all recognised the truth that his heart was as warm as his temper. He certainly lived a full life well beyond the Psalmist's span and I should say enjoyed every hour of it despite physical handicaps in old age. He left no heir, and the Irish peerage goes to a remote cousin in the Canadian Air Force who probably won't know what to do with this relic. The U.K. peerage dies out, and with it a personality who in circumstances, though not necessarily in character, seems to belong to an era in our history which is gone, never to return.

SILLIER THAN EVER? I don't know how far back in history it was accepted that August and the first half of September was a carnival time when the Lord of Misrule could direct the revels with every form of absurdity. The phrase "The Silly Season" was coined about the beginning of this century, innocently enough. With Parliament in recess, the Law Courts shut and world statesmen on holiday, there was an absence of serious news, and even serious newspapers threw open their correspondence columns to any form of puerility. A decade or so later this carnival period took on a more sinister form. The carnival weeks became a suitable time for initiating carnage. Looking back on this year's Silly Season now drawing to a close (?), I wondered if the carnival time had grown sillier than ever. In its innocent manifestations, silliness in the Press and the news showed no sign of decline (e.g., the endless search for a word to describe a bishop's diocesan visitation in the stately *Times*). In its more sinister forms, silliness was quite up to average all over the world, with its incitements to political upheaval, its threats to the earth's uneasy peace, to ugly brawling in the streets.

SENSE AND SANITY. And yet I had evidence, locally at least (when the end of August vouchsafed us a few tardy days of summer), of the solid sanity of thousands of our countrymen on our South Coast beaches. There was no silliness there. Young and old, they were seriously employed, extracting by every sane and innocent means the full essence of virtue from their holidays. For sense and sanity and wisdom they were incomparable. Everything they did was strictly relevant to a planned purpose. Not a frown or angry word among them. I recalled the emptier beaches of my childhood, less used if more U, and, I fancy, less sensibly gay. A living Lord Curzon would express no surprise today that "the lower classes have such white skins." That is

Felling trees in Kingsway, London, in preparation for converting the disused tram tunnel into an underpass between Kingsway and Waterloo Bridge

A new arrival at the London Zoo is the Nduk Eagle Owl, the first of this species at the zoo. It was found in the Amani Forest in Tanganyika



Finishing the bronze centrepiece for the new fountain to be erected in Hyde Park, London, early next year

Dr. Maurice Ashley, President of the Cromwell Association, lays a wreath on the statue of Oliver Cromwell outside the Houses of Parliament, London, during the annual service on the anniversary of Cromwell's death

now accepted. I don't think any of the crowds I saw on the South Coast beaches contributed to the extra silliness of the 1962 Silly Season. Yet they were very " representative " crowds—the very types once assumed to contribute most to the Silly Season. Has the management of the revels been transferred to rooms nearer the top, or in the basement? Who dun it—and why?

SPORTSMANSHIP. Instances of barbaric cruelty to animals to which I recently referred, must certainly be divided into two categories, those deliberately planned and those due to sheer brutish insensibility. It is fair to say that every effort is made nowadays to reduce to a minimum the cruelty inevitable in field sports. The efforts and watchfulness of various humanitarian bodies have secured that, and certainly made practitioners of field sports more aware of the necessity to minimise suffering. The Country Gentlemen's Association's magazine always contains interesting and topical articles, and in its current issue supplies an example of what that " Prince of Sportsmen " and famous shot, Horatio Ross, who died in 1886, regarded as legitimate " sport." He wagered £100 that he would shoot ten brace of swallows with a single-ball pistol in one day. He won his bet before breakfast. He shot well (he boasted), catching the birds as they were hovering with extended wings and pretty stationary *before going into their nests*! He proudly recorded this achievement. Re-reading (for the twentieth time) that perennial favourite with young and old, *The Children of the New Forest*, I noted for the first time that Jacob Armitage, that kindly mentor of the young Beverleys, was as capable of deliberate brutality as Ross. He thought nothing of leaving a wild bull to bleed to death while he went home to breakfast. If deliberate cruelty to animals is on the increase among teenagers today, perhaps Marryat must share some responsibility. But it can fairly be urged that adult and trained sportsmen today have advanced in humane practices, as a result of pressure or conscience, a mighty long way beyond their grandfathers' standards in days when cockfighting and bull-baiting, and man-traps to catch poachers, were all legitimate means of enjoying and preserving sport.

HAPPIEST REVOLUTION. Statistics, it is said, can prove anything—sometimes, perhaps, because they are capable of interpretation in more ways than one. Sunday leader-writers usually have time for close examination of their themes and that scrutiny was given, I presume, to the statement that 96 per cent. of our female population now marry before they are fifty. In other words only 4 per cent. of our female population die as spinsters and they only because they prefer it that way. If this be so, it is indeed a happy revolution. The unwanted female is suddenly *out*—not that a majority of spinsters were ever unwanted. They were (and are) far too useful and busy to be either pitied or ridiculed. They are at any rate today the greatest asset in social life, and if they are reduced to a handful, it is a social tragedy of the first gravity. Can these things be? Or could a different interpretation be put on those tell-tale and extraordinary statistics?

OLD BONES. I would not bother to spend time and money on unearthing King Arthur's bones at Glastonbury, or the bones of the Ark on Mourt Ararat, and I come out strong for not violating Shakespeare's bones at Stratford. It might interest scientists to measure his bones to ascertain his height or whether he suffered from rheumatism. But that's about all. Bones survive longer than parchments; but so do printed books, if worth reading, and I prefer to read Shakespeare in nice intelligible print. This business of digging up the past is all very well, and very exciting also, if the aim is confined to digging up history and truth. But it should stop short of digging for sensation. It is true that archæological digs have recently translated legend into history, but on the whole I prefer that the Ark and King Arthur should remain legendary and Shakespeare's bones undisturbed. His works live after him. The Resurrection men had legal backing in the Druce-Portland case and in various suspected poisoning cases —there the end justified the means.

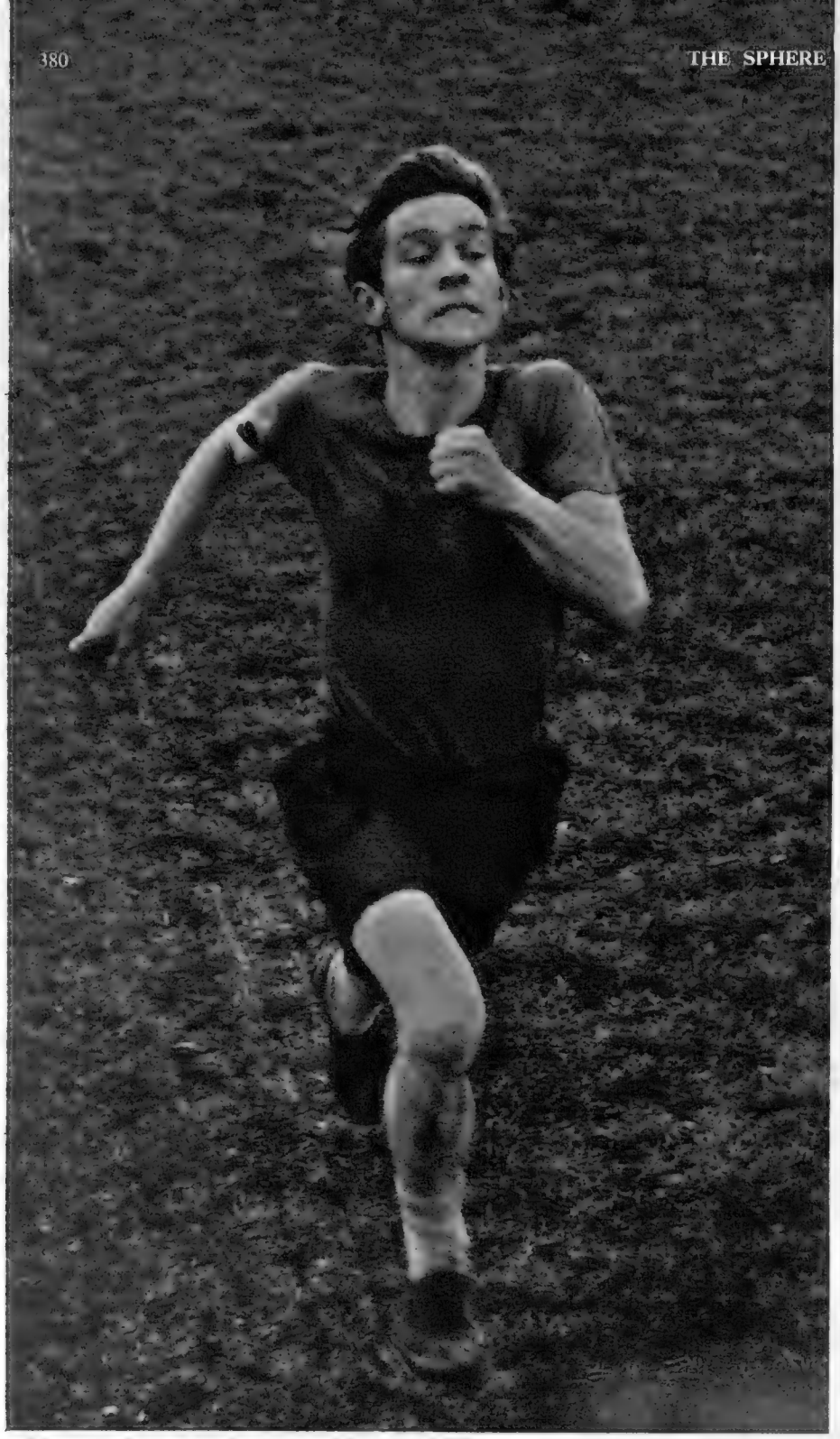
UNLUCKY SUSSEX. The cricket season is over and the County Championship decided. I weep to observe that my old county, Sussex, to which I remain obstinately loyal, despite my admiration for Hampshire, has fallen low in the table. Cricket is a game of chance, as we all know, and we must philosophically accept those chances which have this season so often robbed Sussex of narrow victories or brought them narrow defeats. For Sussex is a sporting county. But it was especially hard on Sussex that two of its bright particular stars were so often engaged elsewhere, exploding their fireworks on Test Match grounds against a side which, for all its great merits, did not qualify to meet a 100 per cent. representative English team. The Championship table might have looked very different if the best all-rounder in England and one more of our star batsmen had been more often available to play for their county. Indeed, the County Championship is far more a matter of chance than of merit in any and every year which includes a Test series. Apart from that, I reckon that on the ordinary chances of a game of cricket, less than a score of runs, made or lost in two or three matches, decided the final position of Sussex, whose team's potential strength might well have placed her among those at the top.

THE OLD STAGER

ENTERTAINMENT

THE LONELINESS OF THE LONG DISTANCE RUNNER

at the Warner from September 27



At Borstal, Colin Smith (Tom Courtenay) discovers he is a good long-distance runner

The Governor (Michael Redgrave) is friendly towards Colin Smith

Stacey (Philip Martin) and Colin fight

P.T. at the Borstal is not taken seriously

The boys stage a violent riot at lunchtime

Home surroundings in a northern industrial city—Colin with his girl friend Audrey (Topsy Jane) and Mike (James Bolam) with Gladys (Julia Foster)

Two unusual British films to be seen in London very shortly are perhaps forerunners of more to come in the same fresh vein. A revolution in approach in one of the entertainment arts takes a long time—producers are understandably afraid of scaring away the public. But the last few years have seen a great change in the London theatre. We may be in for the same sort of change in the cinema. A number of films have already been hailed as a " breakthrough " —*Room at the Top* and *Saturday Night and Sunday Morning*, for instance. Both evinced a preoccupation with widening the subject matter of the British cinema and a harsher and more objective view. *Saturday Night*, a huge success, was taken from a novel by a young British writer, Alan Sillitoe.

Following in its wake is another film from a story by the same author—*The Loneliness of the Long Distance Runner*. It tells of Colin Smith, a similarly rebellious hero in a Northern town, at odds with authority, caught stealing and sent to Borstal. There he finds a taste for long-distance running. The Governor of the Borstal, eager to win the long-distance cup for his establishment, selects him for the race instead of the former favourite Stacey. But Colin in the race achieves a satisfying revenge on authority. Under its plangent title, the story made its point of the rights of the individual with a wry, at times comic vigour. The film, directed by Tony Richardson, is released by British Lion.

The entertainment arts borrow heavily from each other. John Mortimer's short play—*The Dock Brief*—has been performed in a variety of media. It now reaches the screen, with two smoothly-judged performances by Peter Sellers and Richard Attenborough and adventurous direction by James Hill. The story tells how Fowle, a nondescript little seed merchant who killed his wife because she laughed inanely all the time, is defended by Morgenhall. A dreamer by nature and an incompetent lawyer by profession, Morgenhall hopes to make the case a turning-point in his woebegone career. But there is a stumbling block—there is no defence. Friendship grows between the two men as they relive parts of their lives. The screenplay by Pierre Rouve, poised on the brink of fantasy, presents two characters of considerable complexity. Peter Sellers and Richard Attenborough bring off a very difficult trick of acting. The film is released by M.G.M.

Doris (Beryl Reid) and the lodger Bateson (David Lodge) in a fit of laughter. **Right:** Fowle (Richard Attenborough) with Morgenhall (Peter Sellers)

THE DOCK BRIEF

at the Plaza from September 20

THE VOICE OF THE COMMON

Archbishop Makarios

Sir Milton Margai

CYPRUS

PRESIDENT MICHAEL CHRISTEDOULOS MOUSKOS, His Beatitude Archbishop Makarios III, born in 1913, was educated at Kykko Monastery, Athens University, and Boston University in the U.S.A. Ordained a priest in 1946, he was elected Bishop of Kitium in 1948 and returned to Cyprus. In 1950 he was elected Archbishop and Ethnarch. Became deeply involved in the campaign for Enosis (union with Greece) which eventually led to the "troubles" and his own exile from March 1956 to March 1959. Elected President in December 1959, he assumed office when Cyprus became an independent Republic within the Commonwealth in August 1960.

SIERRA LEONE

SIR AUGUSTUS MILTON STRIEBY MARGAI was born in 1895, grandson of a Mende warrior chief. Educated at Fourah Bay College, in Freetown, he came to Britain and qualified as a doctor at King's College, Newcastle, in 1926. He returned to practice in Sierra Leone, as a Government medical officer. In 1951 he founded the Sierra Leone People's Party, which became the majority party in the Legislative Council in elections of that year, and in 1954 he became Chief Minister. In the 1957 election his party won 27 out of 40 seats, which meant that he became Premier and eventually Prime Minister, after independence in 1961.

NEW FACES AT THE CONFERENCE

The first Commonwealth Prime Ministers' Conference (as opposed to imperial) is usually considered to be the one held in 1946, *although some would consider* 1944 *as the first. At both of these, apart from the British Prime Minister, there were four countries represented, Canada, Australia, New Zealand and South Africa. It is a measure of how much the Commonwealth has evolved in nearly twenty years, that in London this week for the eleventh conference should be representatives from fourteen fully independent Commonwealth nations as well as Britain, and also six from countries not yet independent who have been invited to attend certain sessions. Most new faces are from Africa, Asia and the Caribbean, and include a large number of leaders new to these gatherings. Since the last conference in March* 1961 *four more countries have become independent—Sierra Leone (April* 1961), *Tanganyika (December* 1961), *Jamaica (August* 1962) *and Trinidad (August* 1962). *Cyprus, which became independent in* 1960, *was only accepted into Commonwealth membership at the last conference, so its President qualifies for inclusion in any survey of new men.*

Mr. Rashidi Kawawa

Dr. Eric Williams

Sir Alexander Bustamante

JAMAICA

SIR WILLIAM ALEXANDER BUSTAMANTE was born seventy-eight years ago, the son of an Irish father and a Jamaican mother. He left home at the age of fourteen to work on a relative's farm, and at nineteen he left Jamaica to work variously in Cuba, Latin America and the U.S.A. In 1934 he returned to Kingston where he established a loan business. In strikes and sugar riots in 1938 he became the workers' accepted leader, and formed the Bustamante Industrial Trade Union. He was arrested for sedition in that year, but was not brought to trial. In 1942 he was interned under defence regulations, and after his release formed the Jamaica Labour Party, as the political wing of his trade union. Under the new constitution of 1944 his party won a large majority. He eventually became Chief Minister in 1953, but lost power to Mr. Manley in 1955. After his success in the referendum in 1961 which took Jamaica out of the West Indies' Federation, he defeated Manley in this year's election and thus became the first Prime Minister of independent Jamaica.

TANGANYIKA

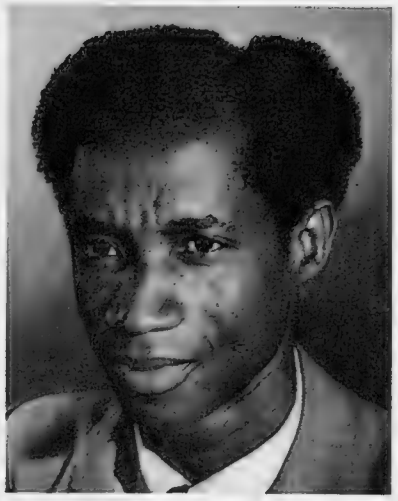
RASHIDI MFAUME KAWAWA was born in 1928 at Songea, the son of a game-ranger, and was educated at Tabora Secondary School. An interest in social welfare led him to the Government's Social Development Department, where he operated a mobile cinema and became well known as a star of a number of Swahili films. In February 1956 he resigned from Government service to enter trade unionism as full-time General Secretary of the Tanganyika Federation of Labour, and went into politics becoming Minister for Local Government and later Minister Without Portfolio. When Mr. Nyerere resigned in January of this year, six weeks after independence, he chose Mr. Kawawa to replace him.

TRINIDAD

DR. ERIC WILLIAMS was born in 1911 in Port of Spain, the eldest of twelve children of a civil servant. Educated at Queen's Royal College, he won an island scholarship to Oxford, where he took a First in history, and stayed to do a D.Phil. His thesis was later expanded into a book, *Capitalism and Slavery*. From 1939 to 1948 he was a member of Howard University, the Negro University in Washington. During this period he travelled extensively in the Caribbean and studied conditions there, and in 1948 he was appointed to the Caribbean Commission. When his contract expired in 1955, he formed his own political party in Trinidad "to see the living humanity behind the statistics." In 1956 he conducted one of the most original election campaigns in history, holding a series of public lectures in the main square of Port of Spain. The acclaim with which these were received swept him to power, and in December of last year he increased his majority to become the first Prime Minister of independent Trinidad. He is perhaps the only Commonwealth Prime Minister to be commemorated in popular song; such as in Sparrow's calypso "Even if the Doctor resign, you can't get away from the tax."

WEALTH

Tun Abdul Razak



Mr. Goka

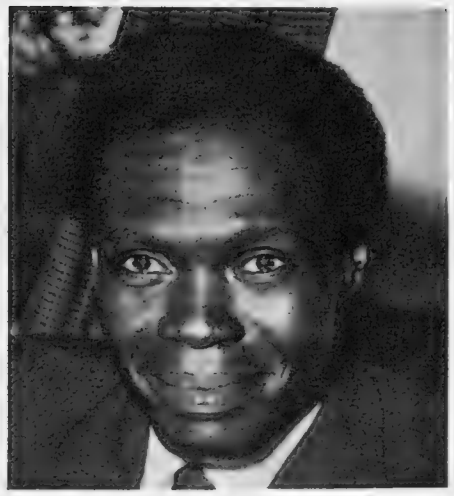
MALAYA, GHANA AND CEYLON

Three of the Commonwealth leaders who attended the March 1961 meeting are unfortunately not present this year. **Tunku Abdul Rahman,** the Prime Minister of the Federation of Malaya, who attended the two previous meetings in May 1960 and in 1961, has not come because of medical reasons, although he says he always enjoys a visit to London. He has been in London recently for talks with Mr. Macmillan on the question of the proposed Federation of Greater Malaysia. He is represented at the present meeting by **Tun Abdul Razak,** the Vice-Premier.

President **Kwame Nkrumah** of Ghana attended all previous meetings held since his country became independent in 1957. This year arrangements had been made for him to come, but after the shock of the bomb attempt on his life at Kulungugu, he has been advised to rest. He is represented by his Minister of Finance, Mr. **Goka,** who was born in 1919 and was twelve years a teacher before entering politics.

Mrs. **Sirima Bandaranaike,** the Prime Minister of Ceylon, who in March 1961 became the first woman to attend a Commonwealth Prime Ministers' Conference, has not come this year because of a political crisis caused by rice rationing. "My place is here with my people," she told reporters. She was due to be represented by Mr. **Sam Fernando,** the Minister of Justice.

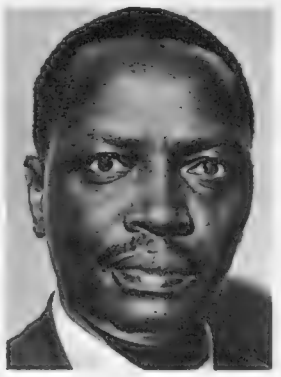
Mr. Lee Kuan Yew



Mr. Milton Obote

THE COLONIES

This year, for the first time, Britain has invited leaders from certain colonies to attend a Commonwealth Prime Ministers' meeting, and sit in at certain sessions at Marlborough House. They are principally five: **Apollo Milton Obote,** the Prime Minister of Uganda, which is becoming independent on October 9. Thirty-six years old, he became Prime Minister in April this year. **Lee Kuan Yew,** Prime Minister of Singapore since 1959, leader of the People's Action Party, comes to London fresh from his triumph in a referendum on joining Singapore to Malaysia, in which he received a sizeable majority in favour of the merger. **James Samuel Gichuru,** forty-eight, Kenya Minister of Finance, who stood down as President of KANU in favour of Jomo Kenyatta when the latter was released from detention in 1960, is a Kikuyu teacher turned politician. **Dr. Cheddi Jagan,** forty-four, another member of the club of Commonwealth leaders who have seen the inside of British prisons, will also be attending a conference on British Guiana's future at Marlborough House later in the month. **Dr. Borg Olivier,** Prime Minister of Malta, recently asked for independence for his country within the Commonwealth, after unsuccessful financial talks in London. Apart from these five, Hong Kong will also be represented by an official, **J. J. Cowperthwaite.**



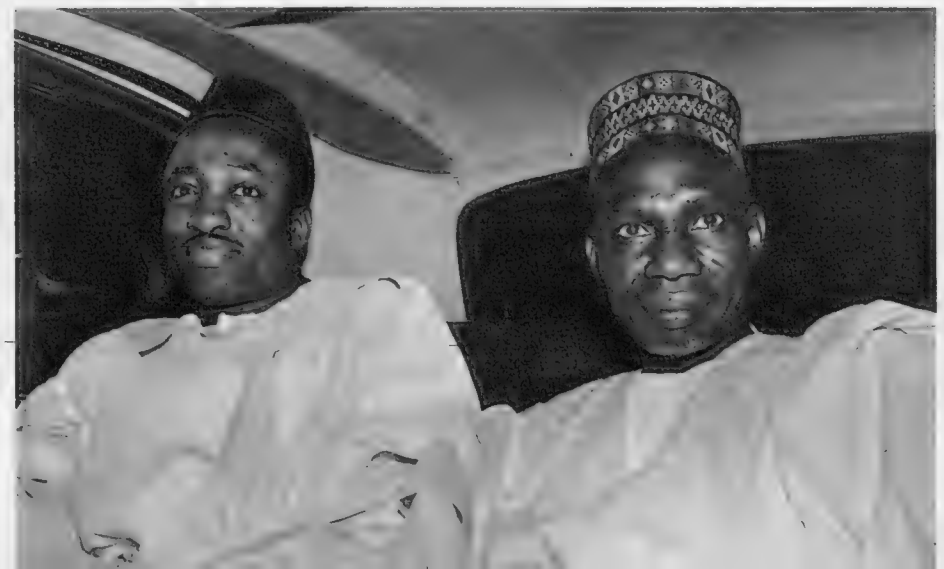
Mr. James Gichuru

Dr. Cheddi Jagan

Dr. Borg Olivier

EARLY ARRIVALS

The first arrivals of Prime Ministers came on Wednesday of last week; Mr. Holyoake, Prime Minister of New Zealand, and Mr. Menzies, Prime Minister of Australia, arrived in the morning and Sir Abubakar Tafawa Balewa, Prime Minister of Nigeria, came in the evening. **Left:** Mr. Menzies meets Mr. Sandys, the Commonwealth Relations and Colonial Secretary. **Right:** Mr. Holyoake emphasizes a point at a Press conference soon after arrival. **Below:** Sir Abubakar drives from the airport with Alhaji Abdulmaliki, the Nigerian High Commissioner (left). All three men lunched with Mr. Macmillan during last week



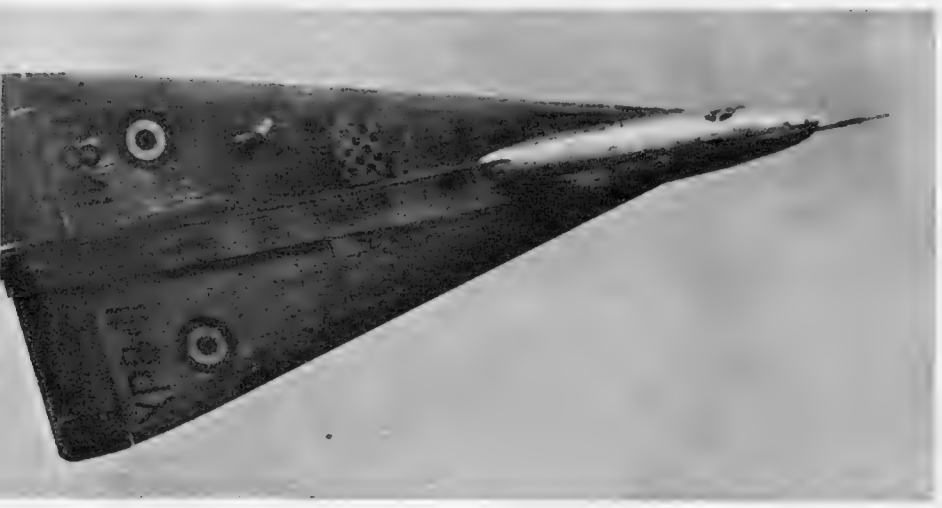
The Static Park at the S.B.A.C. Air Show at Farnborough—right foreground is the de Havilland Trident, and leftwards from it, are the D.H. 125; Handley Page Herald; and the Vicke

THE AIR SHOW

Over 10,000 overseas guests from more than 100 countries were expected to have attended the twenty-third Society of British Aircraft Constructors' Air Show at Farnborough by its end last week. Besides the new British civil airliners with their rear-mounted jet engines, on display were the Hawker P.1127, hailed as the forerunner of a whole new class of military VTOL strike fighters, and various research aircraft and models pointing the way into the future for supersonic airliners. As Sir Roy Dobson, chairman of Hawker Siddeley and president of the S.B.A.C., said at the annual Farnborough dinner, this year is a vintage one for the British aircraft industry. He went on to say that although Farnborough will not be held next year, it will return in 1964. Mr. Julian Amery, the Minister of Aviation, revealed that his Ministry was studying the feasibility of a manned space craft, which could take off from the ground and return from space. Bristol Siddeley have been studying advanced propulsion units for such a project and a British Aircraft Corporation team under Dr. Barnes Wallis is examining the possibility of an orbital figther.

Star of the show—the Hawker P.1127 vertical take-off and landing strike aircraft

The Handley Page H.P.115, a 45-ft. long distinctive slender delta



The stainless steel, supersonic research Bristol 188 in the air at the Show

The de Havilland Trident jet airliner makes a low turn. It should be flying for B.E.A. next year

The giant Vickers VC 10 jet airliner touches down on arrival at Farnborough. It is the largest aircraft produced in Europe

Left: Watching the display from the comfort of a chair in front of the President's tent is Earl Mountbatten

Right: Hunters of 92 Squadron climb nearly vertically in formation aerobatics

Below: A Royal Naval Westland Wasp helicopter. It is carrying two homing torpedoes beneath its fuselage

BRIAN VESEY-FITZGERALD

LUDLOW'S UNIQUE CHARMS

It seems that Ludlow came into being because it was a site of exceptional sanctity. The word "low" or "howe" tacked on to a place-name invariably indicates the presence of a hill, but refers always to a hill crowned with a burial mound. So it was with Ludlow. Leland tells us that in 1199 the church at Ludlow was enlarged and that this entailed the removal of a large mound. In this mound were found three stone cists containing human skeletons. The medieval church, with its keen eye to the main chance, immediately claimed that these were the skeletons of saints and had them installed in the building: no doubt an extremely profitable move.

It seems to me highly improbable that one burial mound would contain the relics of three saints. I should be content to settle for one.

Later it became a political centre, the seat of the Council of the Marches of Wales: in effect, the capital of the Marches.

It is forgotten now that then the Marches formed what amounted to a separate state, a state within the State, and that the Lord President of the Council of the Marches was really a viceroy. Edward I had designed Caernarvon Castle not only as a fortress, but also as a palace for the Prince of Wales, so that he might hold court in the conquered country. That never came to pass, for the conquest was never consolidated.

The Marches came into being as a temporary measure, consolidation for the next campaign, although in the end stability came to this area only with the accession to the

The timbered Feathers Hotel in Ludlow dates from 1603

But there can be no doubt that Ludlow was originally an ecclesiastical centre and famous as such even before the coming of the Saxons. This, and its substance as a trading centre (the latter following naturally in the wake of the former), made it an important place long before the Norman Conquest.

But it was the situation of Ludlow which appealed particularly to later English monarchs. Set on an eminence in the Teme valley, which opens a pass through the hills between England and Wales, and firmly astride the road from Hereford to Shrewsbury, it seemed to them an ideal base for the military conquest of Wales.

English throne of a sovereign of Welsh descent: a pleasant quirk of history. Like so many temporary measures, it took on the aspect of permanency. After the first Prince of Wales, the Princes of Wales lived at Ludlow, as near their Principality as was possible with dignity, with a Council to look after them and manage their affairs, and to control a state which required very firm government, for the Lords Marchers were often violent men with little respect for the authority of a distant king.

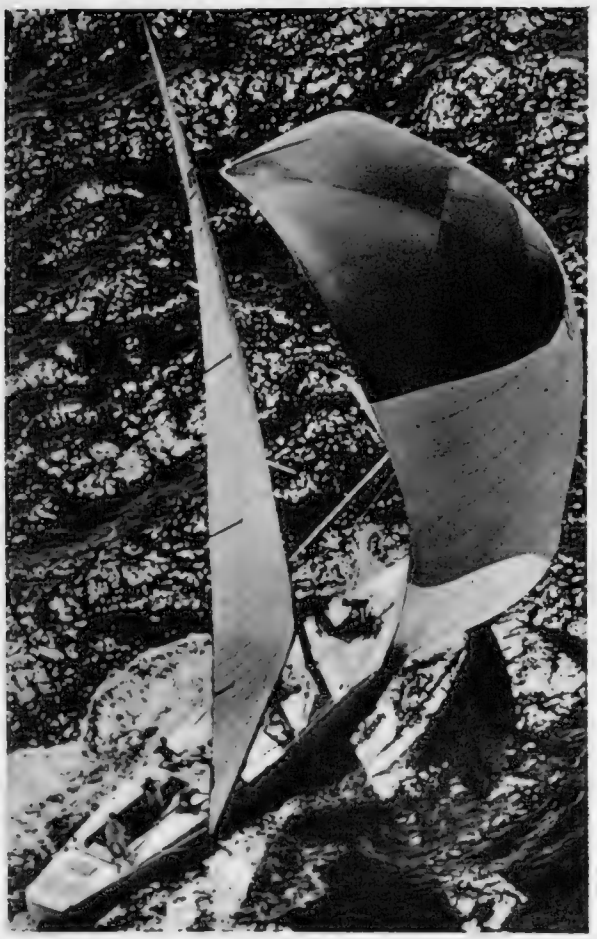
It was from Ludlow that the Princes went to the Tower and to their death. Arthur, Prince of Wales, the eldest son of Henry VII, came here after his marriage to Catherine of Aragon and died here five months later. Henry VIII made his daughter, Mary Tudor, Princess of Wales and she lived here for what was probably the happiest year of her unhappy life. For many years Ludlow was the seat of a Royal court. And when in 1535 Henry VIII finally united England and Wales, it was from Ludlow, under the direction of the Lord President, that the enormous task of organisation, the formation of shires and the abolition of the Marches, was undertaken. Ludlow has yet one more claim to fame. It was here, in 1634, that Milton's *Comus* was first presented.

Today there is nothing of all this. But if you approach from the right direction—that is, from Wales and over Whitecliffe Hill—you do get a most wonderful picture of what it must have been; for with a little imagination you can see the whole layout of the medieval town. From this direction you can see the whole castle: the Norman keep, the battlemented curtain embracing both wards, Roger Mortimer's slender tower in the outer ward and, in the inner one, the great buildings where the Council for the Marches held its court. From this distance you cannot see that the castle is a shell: you see a great yellowish-grey fortress above a wooded scarp and below the gleaming Teme. You see the roofs and chimneys of the town, St. Laurence's great pinnacle tower, and get a hint of the original grid layout of the streets. There is no more romantic distant view of a town in all Britain.

Enter the town: and you enter a place of astonishing contrasts, a town of broad streets and very narrow ones, but the whole orderly and planned. The broad streets, the two most important ones anyway, run south down the hill; the narrow ones, some little more than lanes, run east and west, connecting them. Here is the medieval town plan virtually undisturbed. In Broad Street, Ludlow boasts one of the finest streets in the British Isles, a wide street with some Georgian houses and some timber-framed ones on piazzas; and here and there, scattered through the town, is some of the best black and white in Britain —notably, of course, the famous Feathers Hotel of 1603 which has absolutely everything in the way of ornamentation. The core of Ludlow is almost perfect. There is only one major blot: the Victorian market hall in red brick, which sticks out like a sore thumb.

Ludlow is the most complete medieval town in Britain. It still has the atmosphere of a genuine country market town. You may still see a horseman in the crowded streets (I did on my last visit); and you may still glimpse a pony-trap in the yard of an inn (I did on my last visit and, parked next to it, a Bentley); in Ludlow people still have time to stand and gossip. And all this surely means that, in this age of "progress," Ludlow must be in great danger. I hope—but who can be confident nowadays—that the town council will, no matter what the pressure, never pull anything down to make room for the motorist to hurry through, never, as has been done in Shrewsbury, pull anything down to make a car park.

The fact is that Ludlow does not make enough of itself. It is all so familiar to the citizens that it is taken for granted. But it ought to be a tourist attraction for all the world. England may not be able to boast a Carcassonne or a Venice, but no other country in Europe can boast a Ludlow.



Weatherly, the defender in the race for the America's Cup

The America's Cup—the 27-in.-high silver trophy

Gretel, Australia's challenger, seen during one of her early outings in Sydney Harbour

GABOR DENES

YACHTING

The sailing match for the America's Cup, which starts on September 15 off Newport, Rhode Island, is the eighteenth of the series. Seventeen unsuccessful challengers have tried to wrest this great trophy from its holders in New York since the cup was won by the schooner *America* in a race given by the Royal Yacht Squadron in 1851.

With the exception of two from Canada in 1876 and 1881, all the attempts have been made by yachts from the British Isles. The most glorious era of great yachts was represented by the *Shamrocks* and *Endeavours* in this long series. With them, in 1937, a definite epoch in the history of yachting came to conclusion. It was the end of the large millionaire-owned craft. The Second World War brought the end of the magnificent "J" Class boats.

The conditions of the Cup had to be changed in view of changed circumstances in the world of yachting. In 1956 the New York Yacht Club obtained the approval of the U.S. Supreme Court to make some amendments to the Deed of Gift. Thus the International Twelve Metre Class became the successor of the "J" Class. Although roughly half the size, it was by then the largest purely racing class in existence.

The British challenge with *Sceptre* was the result, and the memory of this sad experience is too fresh to need description. While the leading British yachtsmen were still licking their wounds and several owners and syndicates formed got no further than reviving once more an active 12-metre racing class, however small, the spark caught on in the Antipodes.

An Australian newspaper and television magnate, Sir Frank Packer, took the initiative, when he chartered *Vim*, one of the most successful American Twelves, for four years. Only a month or two after her arrival in Australian waters, the challenge was issued by the Royal Sydney Yacht Squadron, and accepted.

Gretel, the new challenger, was designed and built by Australians and *Vim* was used as a trial horse in her working-up and crew training. Her skipper is Jock Sturrock, forty-six-year-old company director, one of the most outstanding helmsmen of his country, where sailing is everyone's sport. He has won 400 championships in his time in many classes, ranging from 14-foot international dinghies to the various Olympic classes in which he has represented Australia on four occasions.

The defender, *Weatherly*, was chosen after extended trial races out of four top-ranking American 12-Metres, including the new *Nefertiti*. Her career is remarkable, for in the trials before the previous challenge in 1958, she was the first yacht to be eliminated. Many changes have been made in her for this season, weights have been redistributed, increasing her stability, but her success in the trials is largely attributed to her brilliant skipper, Emil Bus Mosbacher. He had been at the helm of the old *Vim* when she came so near to defeating *Columbia* in the trials four years ago.

According to Carleton Mitchell, the great expert on American yachting, Mosbacher is a baffling tactician and has an "uncanny ability to work a yacht to windward." He also disposes of a highly-trained crew and a magnificent wardrobe of sails. These assets, together with *Weatherly's* unbeaten performance in wind conditions which are expected to prevail, put the challenger to disadvantage.

The yacht winning four races first wins the Cup. Last time there were only four races, and each race was lost by a comfortable margin. Perhaps *Gretel* will do better.

Villas and palm trees line the Mediterranean coast of Tunisia near the site of Carthage

TRAVEL

TUNISIA'S DIVERSITY

By **GORDON COOPER**

Variety is the key word to any description of Tunisia. From the northern mountains and cork-oak forests to the oasis-studded desert of the south, there is diversity of landscape enough for any taste. The ancient remains are outstanding, the climate and beaches excellent, the newer hotels good—though more are needed and are being built. Most of all, there is the fascination of eastern and western cultures, side by side.

The most direct route is by Air France, via Paris, or K.L.M., via Amsterdam, to Tunis. Though I would not recommend the capital itself as a holiday base, it merits a stop-over of at least a day or two if only for its outstanding Bardo Museum on the outskirts of the city. This treasure-house of Phœnician, Greek, Roman and Byzantine remains I would rank as the most impressive of its kind in North Africa. Its range of mosaics and Roman statuary is indeed noteworthy.

The Medina quarter, too, is worth several hours' browsing, with its labyrinth of twisting alleys. Whole streets are named after the wares they sell, many of which can be seen in the making. Then, for a sweeping view of the city, there is Belvedere Park, crowned by the delicately sculpted Kouba pavilion.

Suggested hotels in Tunis are the four-star Majestic and the three-star Maison Dorée, both of them in the French quarter of the town which, with its tree-lined boulevards and pavement cafés, is oddly reminiscent of Paris.

Tunisia would almost be worth visiting for Carthage alone. It lies about 10 miles north of the capital, a vast memorial to past greed and glory. The ruined halls, rest-rooms and perfume shops of the Thermes d'Antonin le Pieux on the sea-shore bake silently in the intense sunlight, and there are surely second-century ghosts moving there among the tumbled pillars. Behind the Baths, an open-air museum has been laid out in gardens that are vivid with flowers. Phœnician and Roman cemeteries, the ruins of a Byzantine church, a sad heap of sacrificial urns or an exquisite mosaic are revealed at almost every turn amongst blazing banks of geraniums.

There is much else at Carthage, including the Museum of the Roman Villas, opened last year, with its recently-discovered mosaics; the Lavigerie Museum of the Pères Blancs; the Odeon building and cisterns, once fed by an aqueduct from Zaghouan 50 miles away. Remains of the aqueduct can still be seen, a broken scar stretching for miles across the landscape as it crosses the main road a few miles south of Tunis.

Seventy miles south-west of Tunis, an entire Roman city has been uncovered at Dougga, amongst olive groves overlooking an immense sweep of farmland. The street and houses, temples and market-place and perfect theatre, in which plays are staged every summer, lie cheek-by-jowl with a Bedouin hamlet whose presence somewhat impedes the excavations which are still in progress.

At El Djem, 130 miles south of Tunis, the third largest Roman amphitheatre in the world towers above the surrounding Arab village. At Sbeitla (150 miles), the Roman Triumphal Arch is only the most famous of extensive remains.

Past glories of Islam, too, are well represented, not least in the holy city of Kairouan in the heart of the semi-desert plains of Central Tunisia. This strange desolate countryside, whose arid, salt-caked earth the Tunisians are striving so hard to cultivate, contrasts with the fertile orchards on the adjoining coastal strip.

Kairouan is the only centre in Tunisia whose mosques are open to visitors, and they include the splendid Grand Mosque, parts of which date to the ninth century, and the Mosque of Sidi Sahab, which houses the sepulchre of one of the companions of the Prophet, said to have always carried three hairs from his Master's beard. The whole town, with its ancient souks and ramparts, its carpet trade and perpetual symphony of sound and movement seems to distil the very essence of North Africa.

Beach enthusiasts are equally well served in Tunisia. From the capital, an electric train service runs north via the port of La Goulette and Carthage to La Marsa, from which one is within easy reach of Gammarth beach. A number of hotels and restaurants overlooking this beach afford a pleasant destination for an evening out from Tunis.

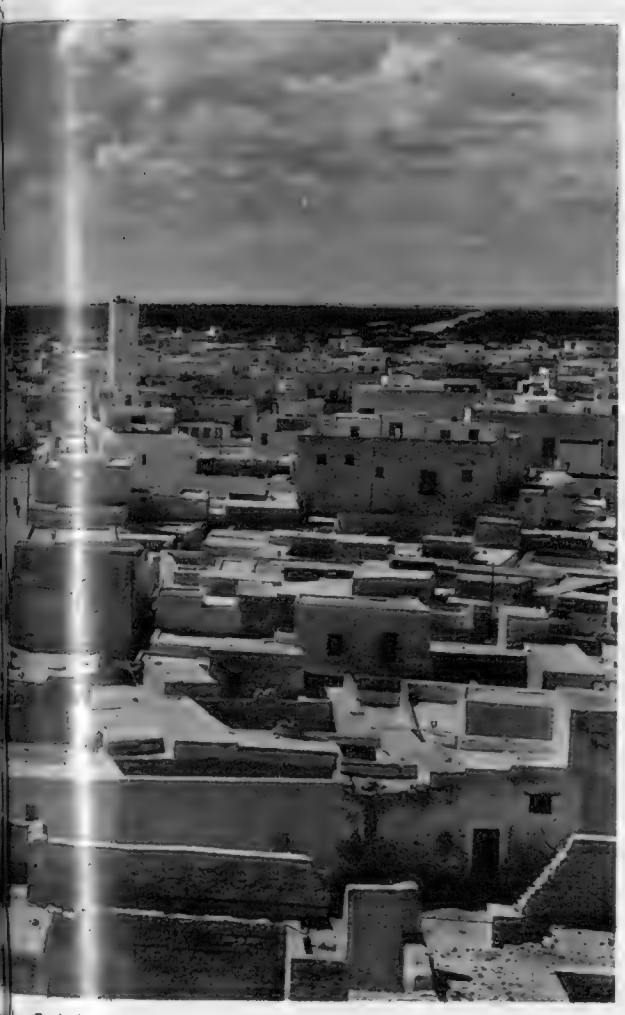
Of the villages on this stretch of coast, Sidi-Bou-Said is undoubtedly the showpiece, a brilliant blue-and-white place in pure local style, piled up on a steep rise from the northern side of the Bay of Tunis. Here the four-star Hotel de Sidi-Bou-Said is most attractively housed in a former villa.

Monastir, President Bourguiba's home town, from the tower

South of Tunis, my selection goes to Hammamet, 45 miles distant. This small coastal town lies in the heart of olive and fruit-tree country, while its three four-star hotels, the du Golfe, Miramar and Fourati, lie a short distance away, each in glorious gardens rising from beaches of fine sand.

The Fourati Hotel, by the way, organises excursions lasting from half a day to several days, a great advantage in Tunisia which has surprisingly little in the way of shorter sight-seeing coach tours. One way of overcoming this—particularly if there are, say, five in the party—is to make use of the "communal" taxis which operate from main centres. These follow no fixed time-table, since fares are based on a full quota (usually five), and the vehicle leaves when it is full. Alternatively, you can hire a self-drive car in Tunis.

Farther south, the resort of Monastir is developing at great speed, President Bourguiba's summer villa is nearby—this is his



he Casbah

home town—while the family mausoleum he has had built in the town includes a large chamber in readiness for his own tomb.

A domestic air service from Tunis goes to Djerba, that idyllic island oasis in the south, joined to the mainland by ferry and causeway. It is a truly wonderful spot. Other oasis centres in South Tunisia are Gafsa, an ancient town ringed by mountains, and Tozeur on the shore of Chott Djerid, a salt lake of vast proportions. The latter town is known for its curious and ancient brickwork and architectural style, while interesting festivities are held here during the date harvest period of October-November.

Undoubtedly the best time to visit Tunisia is in spring or autumn, though if you are content with lazing in sea and sun the heat is not excessive on the coast even at the height of summer. It would, however, be rather too warm then for inland sightseeing.

Specialist travel agent: *Back's Travel Service, 56, Coram Street, London, W.C.1.*

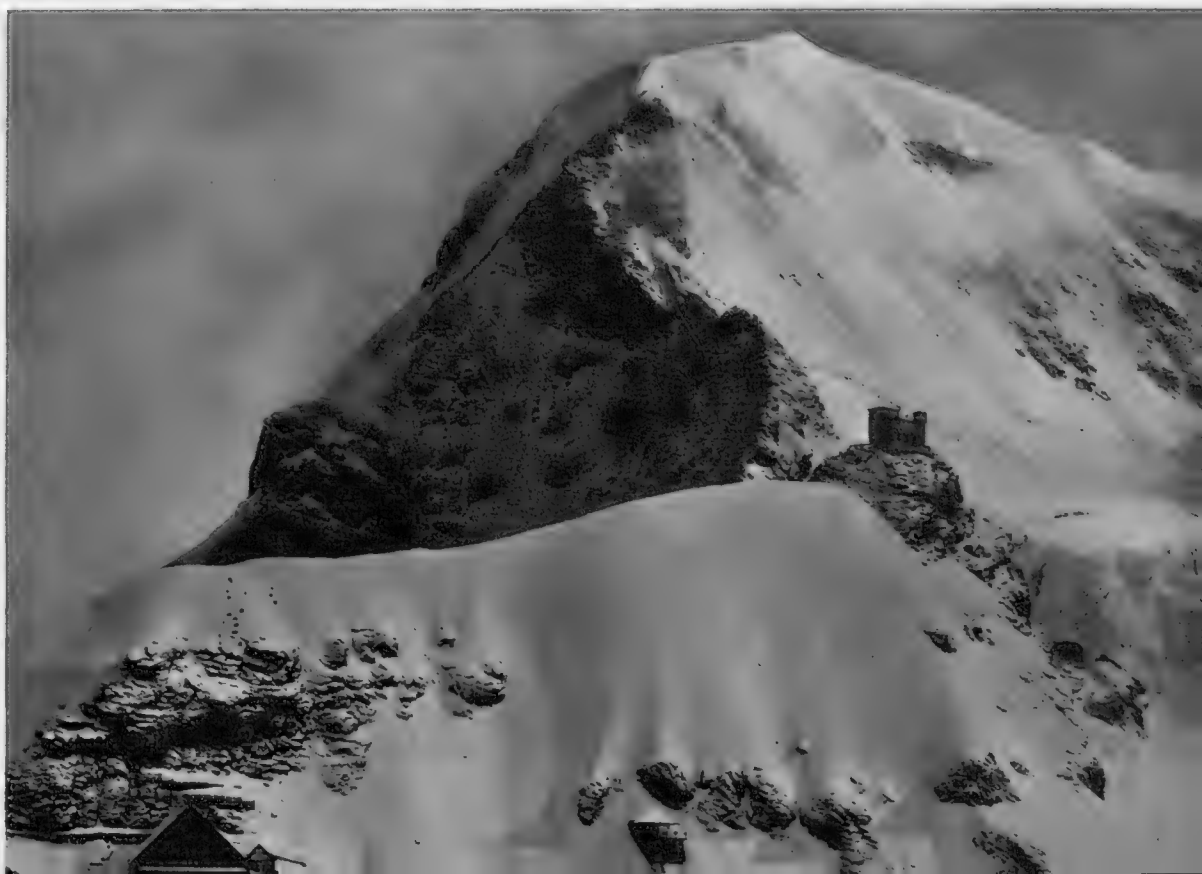
The ascent from Kleine-Scheidegg by way of the Monch (left) to the Jungfrau (right)

A RAILWAY UP THE JUNGFRAU

By John Steel

Fifty years ago, amid scenes of great jubilation, the Jungfrau Railway, in the Swiss Bernese Oberland, was opened to traffic, having taken sixteen years to build. As far back as the 1880's various engineers had submitted proposals for a railway to be built to a point just below the 13,642-ft. summit of the Jungfrau. One of these, a plan of the Swiss industrialist, Adolf Guyer-Zeller, was approved and work began in July 1896 near Kleine-Scheidegg. Two years later the first section up to the Eiger glacier was operating. By February 1912 the difficult task of boring a tunnel of nearly five miles inside the heart of the Eiger and the Monch had been accomplished and the entire line was opened to traffic. For financial reasons work was curtailed in 1905, so Guyer-Zeller did not see his scheme completed. Now a project to carry the line to a point 200 ft. below the summit of the Jungfrau has been passed, and work will start shortly on piercing a tunnel through a further 2,000 ft. of rock. This will take five years and cost £2,500,000. The railway will be entirely inside the mountain, with observation windows in the face of the mountain providing a view of the Bernese Oberland. A series of festivities to mark the fiftieth anniversary and to outline the details for completion of this railway was held recently at the Jungfraujoch station.

The terminus, 11,333 ft. above sea-level. **Below:** The Meteorological Observatory on the Sphinx under the peak of the Jungfraujoch



BOOKS

POACHER AT WORK

The autobiography of James Wood; a gypsy's view of New York; and this week's varied fiction

There are autobiographies whose value lies in the glimpses they give one of great events seen in close focus, and there are autobiographies which are immensely readable because their authors have had sensationally active lives and know how to record them. There are also autobiographies written by men of character who hold highly individual views about practically everything—and are able to express them. Such a one is Mr. James Wood, self-confessed poacher, now "forced to respectability, largely because of advancing age, stiffening joints, and a touch of Brewer's Goitre amidships." TIPPLE IN THE DEEP (Hutchinson. 25s.) is his own story in which one may find wondrous lore with regard to catching fish, shooting wildfowl or steering a pirate trawler in northern waters. Mr. Wood's pungent humour enlivens these good-humoured pages and his line drawings lend them elegance.

A GYPSY IN NEW YORK (Faber. 25s.) is an odd and likeable book in which Mrs. Juliette de Bairacli Levy shows us this most modern of all cities from an utterly new angle; even in a different light. As a gypsy, the writer's viewpoint is not only different from other people's: it starts from a different place. Thus, she speaks of a midwinter arrival in Manhattan not in terms of people or buildings, but giving an impression of winds and water systems, quite as logically, perhaps, but scarcely with a banal effect. Juliette de Bairacli Levy is a constant traveller, visiting many of the loneliest places of the earth with her two children and her Afghan hound. New York was in the nature of a piquant contrast though even there she was able to seek out its unexpectedly lonely places. She is also a herbalist of considerable authority and an animal lover as opposed to a pet lover. Her book has a strange but very real charm and I recommend it to you as a work without a single hackneyed phrase or predictable reaction.

The heroes of two of this week's more notable novels are given to wandering on foreign strands: one, in the out islands of the South Pacific, the other, less comprehensibly, in the bitterly bleak regions of Antarctica. ISLAND BELOW THE WIND (Collins. 18s.) is by Mr. James Ramsey Ullman, who wrote that admirable mountaineering story, *The White Tower*. First of all, I must say that his new book with its lovely Polynesian setting and its crisp contrasts between old ways and new times is just the kind of reading to enjoy on a late-ish holiday. The reader will not find his emotions too closely engaged, which has its advantages since emotions can be exhausting, and on the other hand he is unlikely to feel the touch of boredom. If it were possible—which happily it is not—to make a survey of men's longings to travel, it is quite conceivable that 76·4 per cent. of the results would show a desire for life on a south sea island. (I figure somewhere in that ·4 myself.) And it is just one aspect of this life that Mr. Ramsey Ullman shows us: the traditional processes by which such an island has gone about its existence for hundreds of years, and the irruption of an American construction company, intent on mining the lagoon to make it safe for aircraft, on cutting down coconut palms to make way for a "luxury" hotel and on harnessing local labour in the interests of a commercial enterprise and/or dollar drive. The author, who evidently knows both sides of his subject, and much about the technique of flying, has written a thoroughly satisfying story in the context of mild romance and less tranquil national feeling. As one old islander tells his wife: ". . . in Hawaii every man is king, because they are all Americans. Here we are not yet Americans, but only belong to them."

DONAL DONNELLY as Ayamonn and Pauline Munro as Sheila in *Red Roses for Me*, the second play in the Sean O'Casey Festival at the Mermaid Theatre, London

A GRUE OF ICE (Collins. 16s.) demonstrates, better than ever, Mr. Geoffrey Jenkins' talent, which amounts to near-genius, for choosing a setting in which men may experience the very maximum of physical discomfort and live to tell the tale. *A Twist of Sand* went memorably far in this direction with its tale of hideous deserts and endless hazards. The present novel, with a neat 180-degree turn of the compass, leaves South-West Africa for the constant gales and, I should have thought, miseries of the seas and equally inhospitable islands between Tristan da Cunha and Antarctica. But nevertheless one reads on and on, to all intents and purposes trapped

CURRENTS OF HISTORY

From Hapsburgs to Rothschilds

In 1836, *The Times* published an obituary in which were these words—his death "is one of the most important events for the city and perhaps for Europe for a long time. . . . No operations, comparable to his, have existed in Europe to this time." Such an encomium was not for a member of one of Europe's ruling houses nor a statesman, but for Nathan Rothschild, the most formidable of the five sons of the founder of the remarkable Rothschild family, perhaps the greatest banking family the world has seen. A little over seventy years before Nathan Rothschild died, his father, Mayer Rothschild, had returned to the ghetto of his native Frankfurt, where Jews were still locked in at night, and had started a small business, mainly in old coins. In the seventy years after Nathan's death, the Rothschilds were Europe's private bankers. One lent Disraeli and England the money to buy the majority of shares in the Suez Canal.

The story of the rise of the family is well told by Frederic Morton in THE ROTHSCHILDS (Secker and Warburg. 25s.). He manages to avoid the pitfalls of adulation or envy. Today, Rothschild is still a name to conjure with (more than can be said of the name Napoleon, for instance), but the family, too, suffered the cataclysmic change wrought in Europe by the First World War. Led by Alfred Rothschild, they patiently negotiated to keep the peace. But like all other attempts to prevent the holocaust they failed. Much of the history of the Rothschilds was hidden undercover—today many of the skeletons of Europe are being patiently disinterred. One particular graveyard is the Great War. In the last few years a number of books have appeared on the conflict. To be ranked among the best of these is Barrie Pitt's 1918: THE LAST ACT. (Cassell 30s).

The last year of the war began with intense cold. From the Belgian coast near Nieuport, the web of trenches ran irregularly as a trail of devastation to end just before the Swiss frontier village of Beurnevesin. Millions of men suffered and died in those trenches. How to imitate them was described in a piece of German propaganda circulated in America in 1916—"Dig a trench shoulder high in your garden, fill it half full of water and get into it. Remain there for two or three days on an empty stomach. Furthermore, hire a lunatic to shoot at you with revolvers and machine-guns at close range." Despite this picture of trench warfare, the U.S., in that spirit of idealism which had drawn in Britain, came into the war. In the end that intervention was the decisive factor. Barrie Pitt gives a scathingly-drawn portrait gallery of generals and a coolly calculated account of the fighting.

What in the end were they all fighting for? What indeed? By 1917, many people were wondering as well—in that year came Lord Lansdowne's peace proposals, the Russian Revolution and the mutinies of the French Army in April after the disastrous Aisne campaign. The mutinies were a closely-guarded secret but it is calculated that elements in over fifty divisions of the French Army were in revolt. These soldiers had borne the horror of three years of trench warfare.

Most of all they wanted peace, perhaps even more than any other soldiers in the conflict. The mutinies were ruthlessly stamped out and the war went on. Today the episode has a strange, unreal atmosphere, compounded of horror and pity and clouded in mystery. John Williams, in MUTINY 1917 (Heinemann. 25s.), gives a popular account of the episode and has assembled some new information in a simple precis, but his work is marred by a clichaic style. The French Mutinies deserve a carefully documented and impartial new account, but this I am afraid is not it.

From one war to another—the Maori wars in New Zealand from 1860 to 1872. THE STRANGEST WAR (Putnam. 30s.), by Edgar Holt, opens with a description of how Britain was drawn unwillingly into the colonisation of the two islands. He shows the wars, fought because of the white colonists' and Maoris' intense desire for land possession, were not imperialist. The Government at home for most of the time wanted to withdraw its troops and leave the colonists to fight their own battles, as eventually they did. Edgar Holt treads a skilful path among a maze of incidents and conflicting personalities and gives a clear and comprehensive narrative.

I began this week with a great European family and end with another, but a very different one. CARLOS THE BEWITCHED (Jonathan Cape. 30s.), by John Nada, is a study of the last Hapsburg king of Spain, a weak-minded, diseased man who lived a life of fantasy in a world of unreason. He was a product of the fanatical inbreeding of the Hapsburg family. The story is near incredible and ends with the macabre farce of the Spanish Inquisitor-General asking the devil, through the medium of a priest engaged in exorcising some nuns, whether Carlos was impotent because he was bewitched. A highly-readable, informative and persuasive book, but not for the squeamish.

Jolyon Wimhurst

in Mr. Jenkins' world of human courage, baseness, ambition, and, above all, endurance. This is where the magic enters into writing. That an author can set up a number of intolerable conditions and not only impose them on the reader but almost make him beg for more is a circumstance only explained by the assurance that that author has, in high measure, what it takes to be a first-rate weaver of spells—and a highly successful novelist.

THE CLIMATE OF BELIEF (Gollancz. 16s.) is an exceptional novel by a twenty-two-year-old author, Miss Jennifer Lash, whose youth may or may not be relevant but who has most certainly produced a book of intense feeling; a story of a handful of people examining, questioning, accepting or still puzzled by their individual relationships to God. To have chosen a theme like this might argue pretentiousness. In the event, there is no such flaw on a forceful, fast-moving plot and a sensitive handling of a group of normally vulnerable human beings.

Miss Madelaine Duke, who already has a formidable list of novels to her credit, uses that always difficult technique, the historical present, in THIRTY PIECES OF NICKEL (Cape. 16s.). As the two central characters, one a wartime refugee and the other the one-year-old child who is with him, develop separate love stories, interwoven with racial complications, the whole does not make for clarity and calls for a certain doggedness on the part of the reader. This may or may not be rewarded by the almost precise detail with which the consummation of these love affairs is described. The child Miriam, who grows up with such undiscriminating sexual appetites, and is let down in obscurely snobbish circumstances by her lover, finds solace in the redemption of a homosexual. Joseph, her race-conscious guardian, in the social awakening of his sterile but sexually satisfying English County bride. The problems of central Europeans of the "other race" [sic] in post-war England can make a powerful theme. So does Sex. But they are different.

The William Adams of Mr. Robert Lund's novel-biography really existed: an Elizabethan Englishman whose memory is still honoured in Japan as a teacher and who was given the name of DAISHI-SAN (Cassell. 21s.). Mr. Lund has re-created his times, the 1600's, and has evoked the ceremonial and the restrictions of a feudal Japanese court in which the Shogun was already beginning to develop a hatred for the foreigners in his kingdom. To this prejudice, it seems that Daishi-San was the exception. He was a shipbuilder, one of Queen Elizabeth's great sea dogs, and a patron of The Arts and a philanthropist as well, an even rarer manifestation. He won the confidence, even the admiration of the Shogun and, through him, of the omnipresent courtiers and their dependants. An extraordinary story, firmly based on historical fact.

For anyone who enjoys detective fiction there are two examples of widely differing kinds this week. First, HOPJOY WAS HERE (Eyre and Spottiswoode. 15s.), a chirpy, quite fantastic adventure which proves, among other things, that its author, Mr. Colin Watson, has no particular respect for the probabilities but, on the other hand, a very nice way with a quip or a simile. I thoroughly enjoyed it all, including the suggestion of Cold Comfort farmery which emerged at one point.

THE SILENT WITNESS (Hodder and Stoughton. 15s.) is as different as can be from this volatile offering. Miss Joan Dering has written about a little family in which the husband is suspected of being a hit-and-run killer, the little daughter suspects her father of killing her mother and the second wife attempts to disarm everyone's suspicion by identifying a murderer, providing a mort of nourishing meals and generally bringing the atmosphere back to normal.

Vernon Fane

Chairman Brigham Anderson (Don Murray), centre, opens the hearing of a Senate Sub-Committee

Seab Cooley (Charles Laughton). **Right:** Nominated for Secretary of State—Robert Leffingwell (Henry Fonda)

Produced and directed by Otto Preminger, this film of the Pulitzer prize-winning novel of the same name deals with Washington politics and the machinations surrounding the attempt of an ailing President (Franchot Tone) to secure the nomination of a new Secretary of State. Opposition to this is led principally by the wily, witch-hunting old Southern Senator Cooley, played with *panache* by Charles Laughton. Other Hollywood veterans in this study of the corridors of power include Walter Pidgeon, Lew Ayres and Gene Tierney.

ADVISE AND CONSENT

at the Odeon, Leicester Square
from September 13

On a destroyer—Senator Munson (Walter Pidgeon), the President (Franchot Tone), and Vice-President (Lew Ayres)

GOOD LIVING

By Ganymede

To find beautiful scenery, wild cliffs, perfect sandy bays and beaches almost deserted and totally unspoilt within less than 200 miles of London and almost on the doorstep of a heavy industrial area was a revelation. This is what I found within a few miles of Swansea on the Gower Peninsula. It is difficult to suggest an explanation why this beauty has been left unsullied by the usual encroachment of the familiar holiday " amenities " which litter most of the accessible British seaside places. Gower is very accessible, but it has very few hotels or boarding-houses. Perhaps the fact that until recently there has been nowhere to stay accounts for the unscathed condition of this charming corner of Wales.

Now there is a modern first-class hotel in Swansea, the Dragon, where it is possible to stay in very civilised comfort, and the Gower is within easy reach from there. Just how easy, I found during my recent visit. After a few minutes' drive I was at the delightful Mumbles (the old village of Oystermouth), now part of the Swansea Borough, but charming and not in the least suburbanised. From there is a long series of steep cliffs surrounding bays and fishing villages, with steep, narrow lanes, all along the south coast of the peninsula to Rhossili, with its wide expanse of miles of sands stretching away along the west. The scenery changes minute by minute, between the warm and friendly and the wild and romantic, but nowhere has it been invaded by the crowd. It is possible to get away from it all.

There are several golf courses in Gower, riding establishments and opportunities for shooting. All this and other entrancing scenery to the north in some of the most impressive mountains and valleys of South Wales is at your doorstep when staying at the Dragon Hotel in Swansea. For a good sample of natural beauty, peace and solitude I would heartily recommend a weekend there. The journey from London by the blue Pullman train which leaves Paddington at 4.55 every afternoon is quite painless. The train is air-conditioned and quiet enough to converse in a lower than normal voice. The service is impeccable.

The Buttery at the Dragon Hotel, Swansea

Arriving at the Dragon Hotel one cannot fail to be impressed by the imaginative architecture of this modern eight-storey block towering over a wide roundabout in the new part of the town, and yet merging harmoniously into its surroundings. There is a feeling of ample space inside, so often lacking in the newest hotels, and the same applies to the bedrooms, furnished with unobtrusive comfort and each with its pleasant bathroom.

Conditions of good living would not be complete without a satisfactory cuisine. This is of a remarkably high standard, rarely found in provincial hotels. In the dining-room, which is also notable for a feeling of spaciousness, one can eat *table d'hôte* with several choices (lunch or dinner at 15s.) or *à la carte*. Both are very good value. The *à la carte* menu is as comprehensive and varied as can be found in any hotel or restaurant of an international standard. The roast duckling with orange sauce and the peach *flambé* I had for dinner one night left nothing to be desired.

There is also a grill room, called the Buttery, a more intimate room, which overlooks the front and has a most amusing dragon inlaid in a huge plate-glass window. Here the service is also friendly and efficient, with a wide choice of soups, *hors d'œuvres*, fish, egg dishes, grills served with vegetables or salads, and a good selection of puddings and cheeses. The prices are equally reasonable here and a three-course *à la carte* meal need not cost more than the set meal in the dining-room. The Buttery is open continuously from 11 a.m. to 11 p.m.

I had a complete tour of the hotel and was most impressed by what I saw, including the departments " behind the scenes," the kitchens, the various stores and the facilities for the staff. In the cellars it was apparent that much thought had been given to the storing of wines at the right temperatures. I also found that the wines I had with my meals were properly served every time. The list is good, although not too ambitious. It contains a good selection, including a number of château-bottled clarets dating back as far as the 1949 Château Lafite. This, by the way, is 45s. a bottle, but the more ordinary wines are priced from 12s. a bottle upwards. There is a much abbreviated list in the Buttery, with only two or three wines in each category, but the full list is available when asked for.

INDUSTRY AND THE STOCK MARKET

BACK TO BASIC

By " THE SPHERE " CITY CORRESPONDENT

In their search for likely growth sectors in industry over the years ahead, City analysts have picked out many important groups—electronics, machine tools, office equipment, among others. Now a leading firm of stockbrokers suggests that one important sector has been overlooked—the whole range of basic materials that are used by industry. This is the humble but important range of commodities such as cement, bricks, building sand, gravel and aggregates.

These too often forgotten goods are necessarily produced in large quantities. Last year, brick output in Britain reached the massive total of 7,000,000,000. Each month, more than 14,000,000 tons of cement are produced along with, every year, literally millions of cubic yards of building and concreting sand and gravel. These materials fall broadly into two categories. The first consists of those whose demand reflects road and civil engineering work. These are materials such as aggregates, asphalt and bitumen. The second group comprises materials that are mainly used in house building, notably bricks and cement.

Main uses for these materials also point to their expansion possibilities over the next few years. Aggregates and asphalt, for instance, will be in growing demand as more is spent on Britain's roads, and as further work is done to improve sea defences and extend sewers and other underground service systems. Building materials such as bricks and cement will be in demand partly for house building and also for general construction work. On road construction, the amount of central government funds has virtually doubled over the last five financial years, to the latest level of some £60,000,000. Further expansion is planned over the next few years, though City commentators stress that even at current levels spending in this country is only a fraction of the level overseas.

On construction work, the number of houses completed in Britain has remained around 300,000 in each of the last five years. Government plans for slum clearance should mean that this level is at least maintained in the future. While house building has remained relatively steady, the value of new construction work has grown rapidly, from less than £350,000,000 in 1955 to last year's total of £694,000,000.

For investors, one drawback of the basic materials industry is that it still consists of a large number of small firms. But there are a few major quoted companies which have an important interest in materials production. On the road and aggregates side, one leading name is the Limmer and Trinidad Lake Asphalt Co.—natural asphalt is found in the vast Trinidad Lake, but is now produced mainly as an oil by-product. Limmer and Trinidad's financial record can stand comparison with that of many of the largest companies. With assets now exceeding £8,000,000, Limmer and Trinidad has virtually doubled its trading profits from an average £550,000 in 1952-54 to last year's total of just over £1,000,000. In the same period, shareholders' dividend has been increased from an effective 9 per cent. to 15 per cent.

A smaller concern in the same business, taking a large part of its profits from overseas work, is the Neuchatel Asphalte Company. Neuchatel is the concessionaire for certain asphalt mines in France and Switzerland. Trading profits have shown a useful expansion, from £420,000 in 1952-54 to last year's £670,000, while dividends have been increased from just under 10 per cent. to 12½ per cent.

By contrast with the road-making business, makers of materials for house building tend to operate in large units. This is often because economies of large-scale production can offset heavy transport costs. Cement makers are concentrated in particularly large units. The industry's biggest group, the " Blue Circle " Associated Portland Cement Manufacturers, employs capital of more than £80,000,000.

But most impressive growth has been shown by one of the medium-sized concerns, Rugby Portland Cement. This group has recently taken over the Eastwoods brick, tiles and cement firm and is now in process of selling the brick side to Redland Holdings for a cash sum believed to approach £7,000,000.

Although this City analysis considers that brick manufacturers may suffer from the competition of substitute materials, there is little prospect that long-term demand for bricks will show any marked fall. For this reason, investors considering one of the building materials firms as a whole could well include London Brick. This is a group employing nearly £10,000,000 of capital and earning trading profits of close to £4,000,000 a year. As the largest producer of bricks in the world, London Brick has doubled its profits inside the past ten years while shareholders' dividends have been increased from the equivalent of 6·9 per cent. to last year's 14 per cent.

Investors concerned with current income will not find any great appeal in these materials shares—they will mainly attract people interested in capital appreciation. Rugby Portland, the lowest yielder in the group, offers as little as 2 per cent., and even Neuchatel yields no more than 4¼ per cent. Limmer and Trinidad emerges as one of the best all-round choices, with its shares now selling around 21s. to yield some 3½ per cent. Rugby, who have reported record results for a series of successive years, will attract only those prepared to sacrifice a great deal of current income for growth possibilities.

Outside the clubhouse of the Royal Mid-Surrey Golf Club at Richmond directors and staff of Illustrated Newspapers Limited are with some of their guests

"THE SPHERE" ANNUAL GOLF MEETING

Mr. N. Royds receives *The Sphere* Cup from Mr. W. Thomas

Mr. P. Needham, runner-up for *The Sphere* Cup

Sir Alexander Galloway on the course during the meeting

Sixty-two guests, many of them from leading advertising or industrial companies, were entertained by the directors and staff of Illustrated Newspapers at the Royal Mid-Surrey Golf Club on Friday of last week for the Illustrated Newspapers' annual invitation meeting. As usual, there were competitions for *The Sphere* Challenge Cup and for other prizes which were presented at the end of the day by Mr. W. Thomas, managing director of Illustrated Newspapers Ltd.

Winner of *The Sphere* Cup was Mr. N. Royds, runner-up last year. The runner-up this year was Mr. P. Needham, who, with W. G. Barney, took the same position in the Bogey Foursomes. In this competition the victors were J. O. Bailey and R. O. Nash, who returned a score of one down. In the other events Mr. J. A. Carney-Smith triumphed in the "Hidden Nine Holes" with a net score of 36; Mr. J. Grant took the "Nearest Hole" competition and the Putting competition was won by Mr. A. G. Cadman.

Below: Mr. P. Broom (left) and Mr. J. A. Carney-Smith watch Mr. I. J. Penrice putting

Mr. K. P. Rush and Mr. D. C. Banks

Mr. A. Grant (left) chats with Mr. A. Webb

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

L. G. T. Farmer

This year's President of the Society of Motor Manufacturers and Traders, Mr. L. G. T. Farmer, F.C.A., is executive Vice-Chairman of the Rover Company. In the photograph he is with the company's gas turbine car, which Rover have pioneered. Other posts held by Mr. Farmer at Rover are the chairmanship of various overseas subsidiaries and membership of the board of associated companies in Australia and elsewhere. Mr. Farmer was born in 1908 and educated at Oxford High School. On leaving his professional practice as a chartered accountant, he joined Rover in 1940 as Assistant Secretary, rising to become Joint Managing Director in 1957 before assuming his present post in 1960. Mr. Farmer occupies a number of public positions, including membership of the Advisory Council of the Export Credits Guarantee Department; of the management board of the Engineering Employers' Federation; and of the Midland Regional Board for Industry. He was President of the Birmingham Chamber of Commerce 1960-61 and is a life member of the Court of the University of Birmingham and a member of the Council of the University. Mr. Farmer's recreations are theatre and golf. He is a Governor of the Royal Shakespeare Theatre and Chairman of its finance committee; and Hon. Sec. of the Loft Theatre, Leamington Spa. Married, Mr. Farmer lives in Leamington Spa

A Reliance chassis on the production line at A.E.C.'s Southall factory

THE SWITCH TO ROAD TRANSPORT

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

More than three-quarters of all the goods transported in Britain nowadays go by road: less than a fifth of the tonnage moves by rail. If you measure the transport actually undertaken in ton-mileage, admittedly rail shows up better, because on the average the freight that it carries goes longer distances than what is moved by road. But even so, about 61 per cent. of total inland freight movement—which last year amounted in all to about 45,000,000,000 ton-miles—goes in road vehicles. Yet in 1938 the roads carried only about 35 per cent. of the country's freight ton-mileage. And this same steady and rapid switch towards road transport—which means a bigger expansion than even the percentages might suggest because the total amount of transport in Britain has nearly doubled, too—has been paralleled in most of the world's developed countries. At the same time, under-developed countries have been opening up their economy with roads and lorries rather than with railways; this kind of investment in transport is initially cheaper and pays off quicker.

That, put rather crudely, is a rough measure of the market for British commercial vehicles, at home and abroad. It explains the extremely rapid rate of growth in the home market and in exports that has occurred over the years. It also raises some questions about the industry's prospects in the medium run, regardless of short-run fluctuations such as the sharp boom of 1959-60 or the slackening in demand that began about a year ago.

This isn't the question of " stop-go " policies from the Treasury, though investment in commercial vehicles, as it happens, is one of the kinds of business decisions that can be checked rather sharply by Government restraints. It 's the question whether road transport, having now attained so large a share of this country's whole movement of goods, can continue growing much faster than all the rest of it. Not an entirely economic question, either, but one tinged with politics. For one thing, it 's Dr. Beeching's job to see that road transport doesn't continue increasing its share. For another, arguments are once again being heard—though not from Dr. Beeching—about restraining the growth of road transport for the alleged good of society.

In ordinary business terms, if you manage to surge from one-third of any market up to two-thirds of the same market that has doubled in size during the period, you wouldn't be counting on this kind of growth indefinitely. During the last couple of years, indeed, the growth in road transport ton-mileage has slowed down considerably; it is tending to move more in line with the curve of industrial production as a whole. With two-thirds or so of the total business, that is what one might expect (though not all parts of industry make use of transport to the same degree).

When Dr. Beeching's drastic reforms and cuts on the railway get into effect, they should have a twofold effect on road transport. At the beginning, perhaps, they should tend to make some more goods available to go by road. A large amount of the merchandise that is moved by rail, for example, involves the railways in losses; Dr. Beeching aims to get rid of it. Equally, the closure of many stations and the concentration of goods despatch into fewer and bigger depots, even if the railways get the traffic, means more road movement to get goods to them. On the other hand, Dr. Beeching's experts have made intensive studies of kinds of traffic where they think the railways ought in the medium run to be able to win back business; and for the present the railways have considerable commercial freedom to bid for such business. So at some point in the next few years one might expect a streamlined railway system to have hold of some basic share of the country's transport business that it won't be easy for road transport to capture (though pipelines, possibly, might nibble at it eventually).

One can reckon this commercially so far as the " road haulage industry "—i.e., the road transport of goods for hire—is concerned. It isn't so easy in considering goods which are carried in companies' own transport—what are called "C" licence vehicles. And since these account for about 1,250,000 commercial vehicles on the roads in Britain

(*Continued on following page*)

WINNING SUCCESS OVERSEAS

By **STANLEY CLARK**

Chief Executive of the Society of Motor Manufacturers and Traders

Last year, the British Motor Industry achieved a magnificent record. It became the largest exporter of lorries, buses and vans in the world, the U.S.A. included. Commercial vehicle output amounted to over 460,000, *the highest annual rate ever attained, while exports totalled almost* 168,000, *another record.*

Although not equalling the records of 1961, *production this year remains at a high level and on the domestic scene, where the rate of expansion in sales has recently slackened, there are signs of an increasing demand. In the first six months, output amounted to* 217,500, *of which* 79,400 *were exported to every continent of the world. Expressed another way, British manufacturers of commercial vehicles earned this country over* £10,000,000-*worth of foreign currency every month from January to June this year; in fact, every week an average of more than* 3,000 *vehicles left Britain for overseas destinations.*

With commercial vehicles, sales success is based on the principle of building vehicles which are both durable and economical to run and backed by adequate service. In addition, senior sales executives travel around the world, seeking new export markets and consolidating their companies' interest in established markets. At home, constant technical research is carried on in order to keep Britain ahead of its overseas rivals.

Apart from a substantial trade in conventional goods-carrying vehicles of all kinds, specially-built units for a multitude of purposes from mobile-shops to oil-rigging lorries make a significant contribution to the industry's export earnings. British manufacturers also supply many overseas countries with fleets of buses for both private and municipal transport concerns. In Bagdad and Lisbon, Hong Kong and Johannesburg, as well as in many other cities, British-built double-deckers are as common a sight as in London, while our single-decker buses operate in many countries from South America to Eastern Europe.

There is no doubt that overseas markets will continue to offer an immense scope for our manufacturers who, over the years, have built up a universal reputation for quality and dependability. It is with the export markets in view that Britain's two foremost manufacturers of heavy commercial vehicles have proposed a merger which would help ensure that Britain remains to the fore in this field. The proposed merger would also make the group one of the largest in the world, with each benefiting from the other's expertise.

At the 1962 *Commercial Motor Show (Earls Court Sept. 21-29) will be seen something of the vast range of vehicles produced in this country, many of them " made to measure " for any operator, anywhere in the world. For the stylist, there are streamlined coaches; for the technician, the latest advances in the field of automotive engineering; and for the manufacturer, the challenge of the future.*

Final assembly operation on Leyland Motors' 1,000-ft.-long vehicle assembly conveyor

An E.R.F. tanker with a 16-ft. 9-in. wheelbase and Rolls-Royce engine

A Boalloy palletised van body on a York semi-trailer, with side doors open

SWITCH TO ROAD TRANSPORT

(*Continued from previous page*)

out of a total of 1,500,000, they 're immensely important. These vehicles can't ply for hire, and so normally can't get return loads after taking goods from their owners' factories or stores. Even so, a growing number of manufacturers seem to feel that running one's own transport pays. They move more than half the road ton-mileage of transport in Britain; and though much of this is short-distance delivery in vans, they also account for a growing proportion of the long-distance lorry fleet and the work it does.

But here again, experts are inclined to feel that maybe " own transport " has now reached something like its " optimum " share of transport. So the picture of the home market, even without any political tip of the balance in favour of rail, is for a slower growth of the total road fleet. Within that total, however, there 's no reason to believe that the trend towards bigger vehicles won't go on. Light vans for delivery may continue growing rapidly in numbers (incidentally, the private motorists who buy them to avoid tax now probably account for about 30,000 vans a year). But one would expect the relative shift from medium-sized vehicles towards the bigger ones to go on.

It' s impossible to get any picture of export markets for British commercial vehicles in the same logical terms; sales abroad go to a wide assortment of markets all developing in different ways. The make-up of our export trade in commercial vehicles is fairly similar to that of many other British manufactured goods; together, Commonwealth countries take perhaps a third of it, but the most significant growth in recent years has been in sales to the Common Market and the European Free Trade Association.

Within the industry itself the most significant development of this year has been the merger of Leylands and A.C.V., forming a nucleus of strength in the heaviest end of the industry that is not rivalled in sheer concentration anywhere else in the British automotive industries. These two heavyweights have the great majority of the business in vehicles from about eight tons upwards, and little competition in the building of buses. Both have been proportionately larger exporters than the big motor groups which now dominate the small and medium-sized lorry business; the quickest growth in exports has indeed been for the heaviest types of commercial vehicle.

How effectively will these makers of commercial vehicles, small and big, fare in the Common Market, presuming Britain does eventually enter? On balance, one would think well. It can be argued that Britain may have most chances to gain sales with the medium-sized vehicle, simply because Bedford, for example, produces so many of these and should get economies in costs that few European manufacturers can match. There are some groups of much the same size as Leylands, plus A.C.V., on the Continent—Daimler-Benz in Germany, Berliet in France; but the combined British group produces an impressive range of vehicles of very high reputation. This is a field in which British vehicles have no handicap to overcome through any tradition of technical conservatism; and one in which other traditions of British manufacture—ruggedness, solidity, and reliability—are accepted without cavil, as virtues.

Right: Lowering the cab into place on a Seddon 12-ton, four-wheel chassis

Below right: An Albion Chieftain Super-Six diesel chassis fitted with a standard panoramic driver's cab

A Ford Thames Trader 108-in. wheelbase tipper at work

The Commercial Motor Show

A VAST RANGE OF VEHICLES

By **COURTENAY EDWARDS**

Commercial vehicle production is a side of Britain's motor industry we take too much for granted. Heavy trucks, light vans, gigantic machinery for oilfield and desert, coaches, buses and tractors do not arouse the same glamorous public interest as the much more personal and ephemeral family saloon and sports car. Yet the design and construction of these highly specialised, built-to-last vehicles is the industry's bread-and-butter activity, earning vast sums in foreign currency and giving an invaluable advertisement to British engineering as a whole in every continent.

The men who buy British lorries, fuel tankers, fire engines and ambulances are a very different kind of customer from those who are being constantly wooed in a hundred different markets by high-pressure sales teams from the car side of the industry. Not for them the gimmick and the smooth sales talk. They are not to be won over by exciting technical innovation and attractive coloured brochures.

The new 12-seat, long-wheelbase Land-Rover station waggon

That is why the commercial side of Britain's motor industry has never had anything like the recognition it deserves for advances in design—in the development of air and rubber suspension, for example—which have put it ahead of the rest of the world in all branches of the art. This applies to such matters as performance, safety, reliability, longevity, versatility, economy of operation and the lessening of driver fatigue. At the international Commercial Motor Show which opens at London's Earls Court on September 21 and continues until September 29 there will be plenty of evidence to support this claim.

As in the car world, vehicle maintenance is becoming simpler by the elimination of greasing points and in other ways. As improved materials come along and new production methods are developed there is a steady reduction in weight and a consequent improvement in performance. More imaginative use is being made of glass fibre. Automatic transmission is growing in popularity and where manual gear control is considered more desirable there is willingness to provide six or even more forward ratios, usually with top gear as a built-in overdrive for fast motorway cruising. Two-speed rear axles double the number of gear ratios available for specialised duties.

Driving cabs are becoming more and more comfortable and attractively styled to keep the crews happy and reduce fatigue risks. Controls are lighter and often have power assistance. Diesel engines, with their economy of operation, long life and reliability, are invading the light commercial field more and more. Air suspension has gained ground but the use of this sophisticated development is still highly specialised. Disc brakes, too, have so far made only a limited impact, although it is only a question of time before their popularity becomes widespread.

The Show will contain interesting examples—including a twin-steer Bedford eight-wheeler by Vauxhall—of single-deck coaches and buses built to take advantage of the new regulations made last year permitting an overall length of 36 ft. and a width of 8 ft. $2\frac{1}{2}$ ins. This removes from the industry a serious export handicap.

Leyland Motors, one of the world's most successful manufacturers of heavy vehicles, have a number of interesting new products, including a 4-ton two-axled van and truck chassis powered by a 4-cylinder diesel; a lightweight Octopus haulage chassis of 24 tons for the U.K. only; and a new range of the tough two-axled Super Beaver and three-axled Super Hippo trucks, all driven by Power-Plus engines. On view on the Leyland stand is a striking single-deck luxury coach for long-distance touring. It has a Leyland Leopard chassis and has been specially styled for an Israeli operator by a Danish company associated with Leyland. Leyland are also showing a 78-seat double-deck Atlantean City bus with coachwork by Metropolitan-Cammell-Weymann Limited.

(Continued overleaf)

A huge Austin forward control Prime Mover, carrying six of the B.M.C. Minis

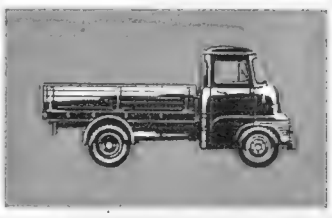
NOW A LEYLAND 2 TONNER

WITH A HEAVYWEIGHT PEDIGREE

Now you can have a Leyland 2-tonner with the new 138 diesel built with the same rugged strength and precision engineering of the famous Leyland heavy-duty range. Suitable for a wide variety of bodies and all trades, this is one of the most economical vehicles that even Leyland have built. Tested under a full payload of 2 tons it returned a fuel consumption of over 30 m.p.g. at 30 m.p.h. Maintenance is easy . . . hinge the bench seat forward and there's the engine and auxiliaries readily accessible. The wide, roomy cab styled by Michelotti seats three in comfort . . . there's a low step and no floor obstruction except for pedals . . . and there's excellent all-round visibility. The new 138 diesel with the oil-cooled piston crowns is derived from a unit of which 750,000 are already in service. Come and see this latest winner from Leyland at the Commercial Vehicle Exhibition at Earls Court, where you will also see other Leyland Group trucks—every one a quality vehicle—sold at quantity prices.

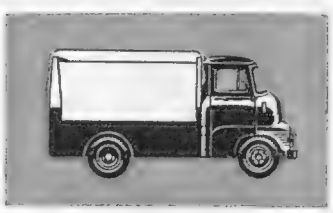
AMBULANCE

2-TON DROPSIDE



LIGHT BUS

MILK DELIVERY VAN



2-TON VAN

MOTORS Leyland GROUP

LEYLAND MOTORS LTD · LEYLAND · LANCS

Sales Division: Berkeley Square House, Berkeley Square, London, W.1. Tel: GROsvenor 6050

The Commercial Motor Show

A VAST RANGE OF VEHICLES

(*Continued from previous page*)

A Rootes Group Commer 8-ton wheelbase platform lorry

A Karrier 2-ton wheelbase tipper from the same group

The most exciting news from Leyland, however, is the announcement that these heavy vehicle specialists are entering the light truck and van market with an entirely new vehicle for 2-ton loads. The new model is the first with which Sir Henry Spurrier (Leyland Group Chairman and Managing Director) plans to fill the gap between the 7-ton Comet truck and the Standard-Triumph vans. Named the Leyland 2-Tonner, the new forward-control model will have a 54-h.p. Leyland diesel, a small turning circle of 38 ft. 6 ins. and a four-speed synchromesh gear-box which can be fitted with a power take-off. It will admit Leyland to an international market for which the Group has not previously catered.

Three of the six vehicles exhibited by Albion Motors—a member of the Leyland Group—are making their first appearance at Earls Court: the Chieftain Super Six haulage chassis; the Super Reiver haulage chassis; and the Lowlander double-deck bus. The Chieftain Super Six, introduced last April, has been designed to operate at a gross vehicle weight of just over 11 tons as a solo vehicle and at just under 18 tons as a tractor with semi-trailer. The Super Reiver is the latest addition to the Albion range of lightweight six-wheelers. The Lowlander makes its first appearance at Earls Court with air suspension at the rear, and the sample on show will be in the livery of East Midland Road Services.

From Scammell Lorries Limited, of Watford, Herts, another Leyland subsidiary, come two new vehicles. One is the Routemaster Mark II rigid eight-wheeler, a 24-tonner with 17-ft. wheelbase and a Leyland 4-cylinder diesel developing 140 b.h.p. The other new Scammell product is the Scarab Four, a 3-ton, four-wheel motive unit for medium-haul duties. A well-known Scammell model which now has new equipment is the 6 x 6 Super Constructor, a tractor for the oilfields designed for operation on or off the road.

A.E.C., main component of the A.C.V. (Associated Commercial Vehicles) Group, will have on view at Earls Court a range of vehicles reflecting the progress made by the Southall (Middlesex) firm since the last Commercial Show. They were the first manufacturers to announce 36-ft. passenger models when the new regulations were introduced and they show a number of Reliance models in bus and coach form. Also making its first appearance at Earls Court is A.E.C.'s new Renown chassis. It was designed to meet a growing demand for low-height, double-deck buses with one-step forward entrances and the sample on view will be fitted with 75-seat bodywork made by Park Royal Vehicles, another member of the A.C.V. group. A.E.C.—builders of London's buses—have done fine pioneer work in developing air springing for heavy vehicles and they have just announced the availability of full air suspension on their complete range of single-deck bus and coach chassis for home and overseas use.

(*Continued on page 400*)

BIG MEN BUY AUSTIN

MEET THEM AT EARL'S COURT • STAND 57

New look ½-tonner: new streamlined van. Shining new grille. More luxury saloon comfort in cab than ever before. 1489 c.c. O.H.V. engine. 110 cu. ft. space for big loads. Wide-opening double rear doors. Available as van, pick-up or as chassis unit. Ideal for local deliveries. From £518.

New Gipsy: choice of many different versions. Long or short wheelbase (plus new 2-wheel drive on LWB pick-up). Leaf-spring or 'Flexitor' suspension. 2.2 litre petrol engine (now 72 b.h.p.) or 55 b.h.p. diesel. Improved cab comfort. 4 colour choice. Canvas tilt, hardtop, pick-up, chassis or petrol-powered fire pump. From £680.

Engine choice for J4 M10 10/12 cwt. van of 1.5 litre petrol or diesel. 160 cu. ft. load space. Loads easily reached via cab or rear doors. (Side door available.) From £470. Can be supplied also as pick-up or chassis.

Fatigue cutters: easy-access cabs on FG 1½-5 ton range cut fatigue by nearly two-thirds, increase safety with wide vision screens, kerbview windows, back-angled doors. From £545.

Low loader: 5 ton FG K100 with easy-access cab. Loading height under 3½ ft. 5.1 litre diesel or 4 litre petrol engine. Platform, dropside or chassis. From £787.

Prime mover choice: new FF K340/360 with 5.7 litre diesel engine for 17/18 tons gross train weight. Normal or forward controls for 12 or 15 tons g.t.w. From £837.

FF K140 choice: 5.1 or new 5.7 litre diesel engine. 120", 150" or 160" wheelbase. Platform, dropside or chassis for 7 tons. Or SWB Edbro or Telehoist tipper. From £1,084.10.0.

AUSTIN

THE AUSTIN MOTOR COMPANY LIMITED

LONGBRIDGE · BIRMINGHAM

The B.M.C. Drivers' Club offers free personal benefits for drivers. Ask for details.

COMMERCIAL MOTOR EXHIBITION, EARL'S COURT.

STAND 79

A Whole Show in itself!

E.R.F. Model 44G Tipper. Fitted with Gardner 4LW oil engine. A handy-size vehicle combining good carrying capacity and rock-bottom running costs.

E.R.F. Model 68GX(L) Single drive Eaton 19802-two speed rear axle and trailing axle on Hendrickson bogie with rubber suspension. 24 tons gross. A supreme vehicle for heavy loads.

E.R.F. Model 66GX. Fitted with Gardner 150 b.h.p. LX oil engine. 20 tons gross. The long wheelbase ensures big capacity with bodywork suitable for every kind of transport.

These illustrations indicate the wide range of E.R.F. Vehicles available for every kind of specialised transport need. Whatever the load to be carried, however tough the work, there is no more efficient and reliable way than by E.R.F. Write for full details of the E.R.F. range and name of your nearest E.R.F. Dealer.

ERF
THE WORLD'S BEST OIL ENGINED LORRIES

E.R.F. LIMITED, SUN WORKS, SANDBACH, CHESHIRE

(Directors: E. P. FODEN. E. SHERRATT.)

Telephone: Sandbach 223 (5 lines). Telegrams: E.R.F. Sandbach. Telex No. 3652

A Scammell "Super Constructor" oilfields motive unit

The Commercial Motor Show

A VAST RANGE OF VEHICLES

(*Continued from page* 398)

Dominating Earls Court in more senses than one will be the latest version of the Mighty Antar, the extra-heavy-duty tractor which Transport Equipment (Thornycroft) Limited—another member of the A.C.V. group—originally designed for oil-pipe transport in the Middle East. The Mighty Antar on display will weigh about 21 tons.

Among the new models to be shown by Atkinson Vehicles Limited, of Walton-le-Dale, Preston (Lancs), will be a special semi-bonneted four-wheel tractor for B.R.S. (Pickfords) Limited. Atkinsons will also be showing at least three samples of their recently-announced Weightmaster range of lightweight, heavy-duty trucks: an eight-wheel tanker, a six-wheel freighter and a four-wheel tractor.

Central feature of the Show exhibits of Fodens of Sandbach (Cheshire)—a name which revives nostalgic boyhood memories of snorting steam wagons—will be the recently-announced Dynamic range of two-stroke diesel engines now available in all Foden vehicles. The choice ranges from the standard 4-cylinder model developing 120 b.h.p. to the turbo-charged 225-b.h.p. 6-cylinder unit. These robust power plants, capable of doing 250,000 miles between overhauls, were designed with two other factors prominently in mind: the development of Britain's motorway network and the more realistic 40-m.p.h. speed limit for passenger vehicles (with the possibility of a relaxation to 40 in the case of commercial vehicles).

Metropolitan-Cammell-Weymann, Britain's biggest bus and coach body-builders, and the biggest exporters of bus bodies to Europe, will have more of these vehicles at the Show than ever before. Details of three of the new designs to be displayed are being kept secret until after this has to be written. One new design of which I may speak is the Castilian 45-seat, all-metal luxury coach built to the new maximum dimensions.

A new range of semi-trailer machinery transporters announced last month by R. A. Dyson and Co., Ltd., of Liverpool, show a spectacular saving in weight, thanks to the use of weldable alloy steels.

One of the most interesting of many exhibits by E.R.F., of Sandbach (Cheshire), is a six-wheel-drive tractor with single tracking sand tyres, two-speed transfer box, dual air brakes, normal control cab, amenities for cross-country work and a 212-b.h.p. Cummins engine.

Noteworthy, too, is the E.R.F eight-wheel lightweight chassis with water-cooled Bristol-Siddeley automatic transmission and double-drive, two-speed tandem axle with locking third differential, air springing and Girling disc brakes.

From Dennis Bros., of Guildford (Surrey), comes a new range of Pax V chassis incorporating a new Dennis gear-box and rear axle. They have vacuum-assisted hydraulic brakes and a restyled, roomy cab with large one-piece windscreen.

Seddon Diesel Vehicles Limited, a long-established Oldham (Lancs) firm, are showing in public for the first time a new range of chassis in which all six-wheel and eight-wheel models are equipped with the new Seddon two-spring, fully-articulated bogie suspension. Outstanding

(*Continued on page 402*)

SHOOT AHEAD WITH THE NEW THAMES TEAM!

Strongly tipped for RELIABILITY... RUGGEDNESS... ECONOMY... VERSATILITY... and then reliability again! Powerful reliability-tested engines (diesel and petrol), first-class range of wheelbases, special features (including 5-speed synchromesh gearbox with direct or overdrive versions—Hydrovac brakes) and that great Ford bonus... FORD SERVICE.

HERE'S TODAY'S THAMES LINE-UP! JUST OUT! Trader NC 2 ton Van (extra large capacity of 450 cu. ft.). **JUST OUT!** 4-cyl. 30 cwt/5 ton versions of Trader NC Trucks. **JUST OUT!** 138" wheelbase Trader Mk II FC Tipper (25,000 lb G.V.W.)—shown above. □ FC Artic (10 ton plus), FC Truck (30 cwt to 7½ ton), 15 cwt 12-seater, 10/12 & 15 cwt Van—shown above, 15 cwt Pick-up, 5/7 cwt Van—shown above.

INVEST IN THE PROVEN QUALITY OF THIS TOUGH, RELIABLE TEAM SEE IT AT YOUR MAIN FORD DEALER OR AT THE COMMERCIAL MOTOR SHOW

Ford Get the reliability of **THAMES TRADERS AND VANS**

FROM FORD OF BRITAIN

The Commercial Motor Show

A VAST RANGE OF VEHICLES

(*Continued from page* 400)

among the exhibits from a comprehensive Seddon range will be an eight-wheel, 24-ton, 10½-litre model for tipper or haulage work, with or without trailer. It has an entirely new two-speed double drive, single reduction axles and a six-speed gear-box.

One of the Show's star attractions will be a new Bedford " new look " luxury coach designed to take advantage of the new 36-ft. rule. With its double, twin-steer front axles, small-diameter road wheels, duplicated handbrake and low frame height, it represents an imaginative approach to the problems of weight distribution, safety and comfort. With the code name Val, the new 65-m.p.h. Bedford is suitable for accommodating between 49 and 55 seated passengers as a coach or bus. The chassis costs £1,775 and with luxury body the all-in price should be between £3,265 and £3,700.

The twin-steer approach has enabled Bedford engineers to achieve an almost equal weight distribution between eight 16-in. road wheels. Tests have shown that the eight-wheel, twin-front-axle formula has removed the menace of tyre bursts and spring failures. Another safety feature is the provision of an auxiliary transmission brake which is quite independent of the ordinary handbrake operating on the front axle drums. The Val chassis is powered by a 6½-litre Leyland diesel mounted vertically at the front. There is power-assisted steering and the five-speed synchromesh gear-box has overdrive top. Among ten Bedford models on the Vauxhall stand will be three versions of the new coach: a 52-seat Duple Vega Major; a 52-seat Plaxton Embassy; and a 49-seat Metropolitan-Cammell-Weymann Topaz. Other new Bedford models were on the way at the time of writing.

The British Motor Corporation are not announcing any major new models but are introducing Austin and Morris 17-ton prime movers, an FG ambulance chassis, a B.M.C. 3·8-litre diesel engine and a new 1963 range of Austin Gipsy " go anywhere " 4 x 4 field cars.

It is probable that no manufacturer anywhere in the world offers a more comprehensive range of four-wheel-drive vehicles than is represented by the new Gipsy programme. These rugged maids-of-all work are available with short or long wheelbase, a choice of 2·2-litre petrol or diesel engine, soft or hard top, pick-up truck with glass fibre cab, left- or right-hand steering—and a choice of Flexitor rubber suspension units or leaf springs.

One of Gulf Oil Company's A.E.C. Thornycroft " Big Ben " trucks with sand tyres

The new Gipsy is more powerful, has better handling qualities and is more comfortable. Prices of the petrol-engined, short-wheelbase Gipsies range from £680 for the soft-top and those for the long-wheelbase hard-top models go up to £795. Diesel engines cost just over £100 extra.

At Earl's Court there will be many samples of B.M.C.'s wide range of commercial vehicles, extending from the ¼-ton Mini vans to Austin and Morris prime movers of 18 tons gross train weight.

The Ford Motor Company will be showing an addition to their Thames Trader forward-control range: a 136-in. wheelbase tipper or chassis. It is based on the Ford Trader 75 chassis and has a 6-cylinder 5½-litre diesel or, optionally, a 6-cylinder petrol unit. There is also an important addition to the Thames Trader normal control range which has hitherto offered load capacities ranging from 1½ to 5 tons with 4-cylinder petrol or diesel engines and a low frame chassis. Ford have now introduced 5-ton and 7-ton models with a straight frame chassis and powered by a 6-cylinder diesel or petrol engine.

Ford are also showing for the first time a 2-ton walk-through van based on the normal-control Thames Trader. The rest of a far-flung Ford range embraces the 5-cwt., Anglia-based van to coach chassis, a 4 x 4 truck and an articulated unit offering a gross train weight of up to 15 tons.

(*Continued on page* 404)

ABOVE ALL . . . SEE THE

A.E.C.s

On Stand No. 72 EARLS COURT

The A.E.C.s are a Show in themselves. Trucks, buses and coaches brilliantly designed . . . superbly engineered . . . embodying all those qualities of reliability, performance and long-term economy which have made A.E.C. supreme through the years. Yes, above all, see the A.E.C.s.

Built for bulk transport—the 24 ton gross MAMMOTH MAJOR 8. Three wheelbases 14 ft. 8 in. to 17 ft. 4½ in. 140 or 192 b.h.p. engines: numerous specification variations.

Winner of all the top Rally awards—the RELIANCE bus and coach chassis. Two overall lengths: 30 ft. to 36 ft. and two engines, 138 b.h.p. or 153 b.h.p.

Adaptability for every type of load—the MERCURY 12 and 14 tons gross solo, 18 and 24 tons articulated. Seven wheelbases, economy 130 b.h.p. engine, wide spread of gear ratios, vacuum or air brakes.

A.E.C. LIMITED · SOUTHALL · MIDDLESEX

GOODYEAR When you haul on wheels, Goodyear makes what you need

...AND YOU'LL GO 100% FOR

3T NYLON

TRUCK TYRES

YOU don't know the true cost of your tyres until you finally throw the casings away. Fleet operators have proved it. It is the best reason you could have for putting *your* fleet 100% on 3T NYLON Truck Tyres by Goodyear. These rugged, reliable giants are built stronger to withstand heat, moisture, flexing and impact—to take big loads and virtually eliminate roadside delays due to tyre failure. And because of their tremendous stamina and the exclusive new Goodyear retread process they can be retreaded *again and again*, each backed by the full Goodyear warranty. You don't know final tyre costs until the casing is discarded—when a 3T NYLON Truck Tyre reaches the end of the road it has earned big dividends in lower cost haulage.

GOODYEAR

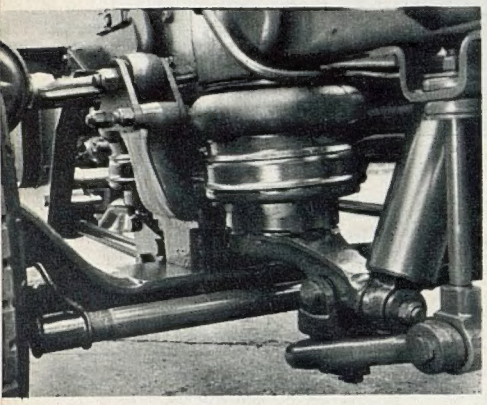
MORE TONS, THE WORLD OVER, ARE HAULED ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

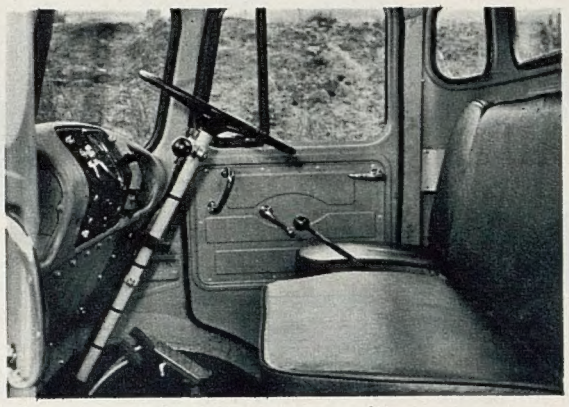
The Commercial Motor Show

A VAST RANGE OF VEHICLES

Right: The new Bedford Val twin-steer passenger chassis, fitted with a Duple Vega Major 52-seater luxury coach body, on the road during pre-production tests



The front air suspension unit on an A.E.C. Regal VI chassis



The interior of the cab of the new Leyland 2-tonner

(*Continued from page 402*)

The most interesting Land-Rover exhibit will be a new model which is not being announced until next week but the Solihull (Warwickshire) firm is also showing a full range of existing four-wheel-drive models, including a long-wheelbase ambulance with Normalair cooling, a 12-seat, long-wheelbase station wagon (which, unlike the 10-seater, is not subject to purchase tax) and a forward-control fire tender.

Nearly sixty different samples of the wide Rootes Group range of load-carrying and passenger vehicles manufactured by Commer and Karrier will be on view. In addition to the models to be shown by these firms on their own stands there will be others on more than a score of body-builders' stands. The Commer range extends from the lively and economical 7-cwt. Cob to 12-ton tractors. Making their first appearance at Earl's Court are the Series II ¾-tonners, now powered by an enlarged petrol engine of 1,592 c.c.; the 1½-, 2- and 3-ton Walk-Thru range; and the new 7½- and 8-tonners announced last March.

The most interesting feature of the display by Guy Motors (Europe), Limited, now owned by Jaguar, is a reduction in prices throughout the range following the introduction, say Jaguar, "of modern buying techniques and a streamlining of production methods." The reductions vary between £20 and £270.

There are two new Guy models: the Arab Mark V double-deck bus chassis with a frame height of only 1 ft. 9½ ins. loaded, and a Gardner 8·4-litre engine; and the Mark III version of the Invincible tractor unit, designed specially for semi-trailer work. The power plant is a 10½-litre Gardner with six-speed, constant-mesh David Brown gear-box mounted in unit with the engine. There has been a complete revision of the specification of all Guy models, and both the Warrior and Invincible series now have six-speed gear-boxes as standard.

The Chrysler-controlled firm of Dodge Bros. (Britain) Ltd., of Kew, Surrey, have made a number of significant additions to their 1963 range. New models include a forward-engined bus chassis with a 42-seater, forward-entry, single-deck body by Metropolitan-Cammell-Weymann; a 14-ton tractor, the most powerful British Dodge tractor ever produced; and a new 6 × 4 chassis-cab, available in a variety of different wheelbase lengths. A new 6-cylinder diesel engine produces extra power for a wide range of Dodge trucks. It replaces the rather smaller units which used to be fitted in the Kew-built Dodge forward-control trucks and passenger chassis. It has 5 per cent. more power and 7 per cent. better torque. An overdrive option on the 5-speed gear-box is now being offered for the first time on the 14-ton tractor and 6 × 4 chassis.

Helping to impart an international flavour to the Show will be Mercedes-Benz (Great Britain) Limited, whose exhibits will include a tipper chassis-cab with semi-forward control and a 5·1-litre diesel engine. It will have a pneumatically-operated two-speed axle with differential lock and an exhaust brake. Also on view will be a long-wheelbase, forward-control 7-tonner with 5·1-litre diesel engine, synchro-mesh gear-box and single-speed rear axle.

On the stand of Martin Walter Limited, the Folkestone (Kent) Dormobile conversion specialists, there will be a new Bedford dropside truck with the driver's cab in steel-reinforced glass fibre (£540), a VW 12-seat personnel carrier (£825), and an Austin variation on the Workobus theme, intended primarily for use as a crew bus for rough usage under hard working conditions (£670).

On VW Motors' own stand there will be a variety of rear-engined delivery vans, pick-ups, an ambulance and a new addition to the VW range: an ice-cream dispenser van on the 15-cwt. chassis. This is named the Serv-Ice and costs £1,550.

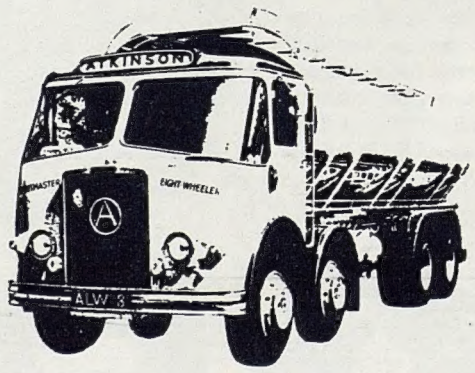
Lightweight diesel engines suitable for use with every type of commercial vehicle from light delivery vans to heavy haulage trucks will be shown by Perkins Engines Limited, of Peterborough.

ATKINSON

SHOW OF STRENGTH

ON STAND 92

COMMERCIAL MOTOR SHOW



This is the Stand for the newest developments in motor transport. On-the-spot experts are here to discuss YOUR transport problems, advise you, and tell you more about the specialist service offered by ATKINSON. We're looking forward to seeing you, and showing you our new Weightmaster range.

ATKINSON VEHICLES LTD
WINERY LANE · WALTON-LE-DALE · Nr. PRESTON · LANCS.
Telephone: PRESTON 34284-5-6-7. Telex: 67543
London Sales & Service: NIGHTINGALE ENGINEERING CO. LTD.
Western Lane, Nightingale Lane, LONDON S.W. 12 Telephone: KELVIN 2193 (5 lines).
ATKINSON VEHICLES (SCOTLAND) LTD. CARLISLE ROAD, AIRDRIE. Telephone: AIRDRIE 2881/2.

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13-15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88-94, Old Kent Road, London, S.E.1.
SATURDAY, SEPTEMBER 15, 1962. Second-Class Postage paid at New York, New York.

Painted by Richard Eurich

Shell guide to ANGLESEY

Once *yr ynys dywyll*, the dark island, the island dark with trees, Anglesey now has a bare look, a low island-county or sea-county of little fields, twisty lanes, outcroppings of ancient rock, white cottages, marshes, cliffs, shell-scattered sands, sea-air, heather, foxglove and gorse – about the most buttery, luscious gorse (1) in the world. Here the prospect is S.S.E., across the county to Ynys Seiriol or Priestholm or Puffin Island (where puffins (2) breed, and where the monks of St Seiriol's monastery at Penmon were buried), the Trwyn-Du Lighthouse and the B.B.C. mast above Beaumaris, where Edward I set his castle to command the Afon Fenai, or Menai Strait. Beyond the invisible strait rise the high mountains of North Wales. Antiquities abound, and some are collected here into the foreground – the Lligwy Burial Chamber (3) of the New Stone Age; the limestone huts and wall of Din Lligwy (4), fortified village of the 3rd and 4th century A.D.; the Penmon Cross (5) of about 1100 carved with the Temptation of St Anthony; and the medieval reliquary (6) sheltering the bones of a now forgotten saint in Llanidan Church, on the Menai Strait.

As for great men this Dark Island of the Trees was the stronghold of the Druids, who were probably Irish priests; and it was the native island of the Tudors, descendants of Sir Tudor Vychan, of Penmynydd, just a few miles beyond the Menai Bridge. Anglesey, by the way, is a Norse, and not an English or Welsh name – meaning the Island of the Fishhook, or Bend – i.e. the bending fjord of the Menai Strait.

"The Shell Country Book" is an encyclopaedia of country things, a companion for every car excursion. Finely produced, nearly 400 pages, 40 colour plates, it's astonishing value for 1 guinea. Published by Phoenix House Ltd.

YOU CAN BE SURE OF SHELL *The key to the Countryside*

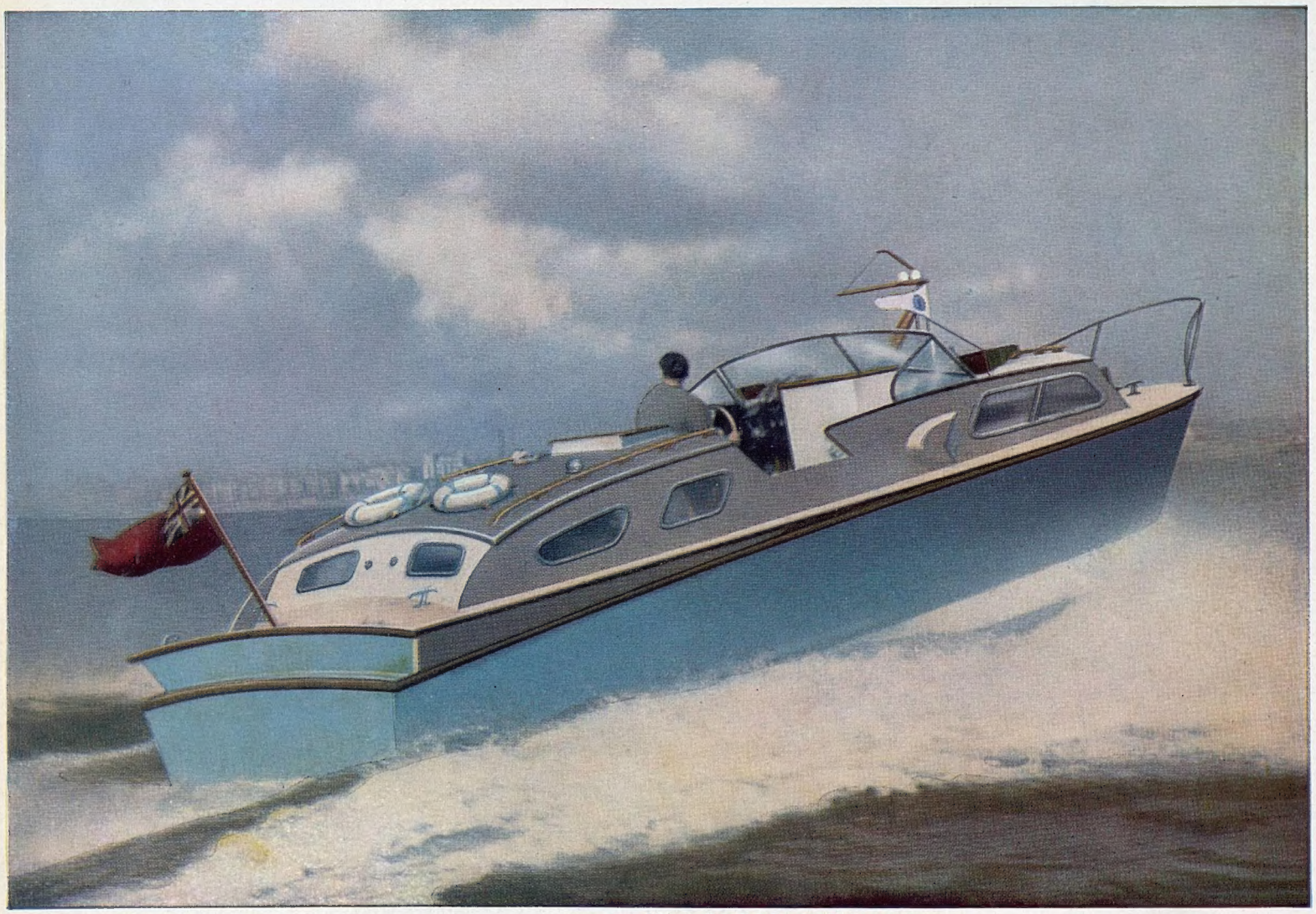
BROOKE MARINE LTD

Established 1874

One of the DOWSETT GROUP of Companies

38′ "OCEAN PILOT"
Twin-screw Diesel 15/16 m.p.h., developed from Brooke's now famous Pilot Cutter. Accommodation 6 berths (3 cabins). Separate toilet and fully-equipped galley. Hull built to Lloyds in zinc sprayed steel, aluminium alloy or mahogany.

38′ "OCEAN PILOT"



30′ "OCEAN PIRATE"

30′ "OCEAN PIRATE"
Mark I Twin-screw Diesel 125 b.h.p. engines (total developed power 250 b.h.p., 20/25 m.p.h.). Accommodation 4 berths, galley, saloon, separate toilet. Hull constructed with three watertight bulkheads.
Fully equipped with all standard equipment in accordance with Catalogue.

●

35′ "OCEAN PIRATE"
Mark II Twin-screw Diesel engines. 20/30 m.p.h. Accommodation 5/6 berths. Three watertight bulkheads.

●

MEDITERRANEAN MODEL
With large open cockpit, and accommodation 3/4 berths.

●

Both models will be offered with Gas Turbine Water Jet Propulsion up to 345 b.h.p. for the Mark I and 460 b.h.p. for the Mark II in 1963, giving higher performance.

Telephone: Lowestoft 5221

SHIPYARDS: LOWESTOFT, SUFFOLK, ENGLAND

Telegrams: Brookcraft, Lowestoft